The Hongkong Telegraph.

WEATHER FORECAST
FAIR
Barometer 29.92

(ESTABLISHED 1881.)

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March 10, 1914. Temperature 6 a.m. 65. 2 p.m. 65 Humidity " " 97, " 95

March 7, 1913. Temperature 6 a.m. 59, 2 p.m. 68, Humidity " " 67, " 54.

2738 號四十月二年寅甲 TUESDAY, MARCH 10, 1914. 二拜禮 號十月叁英港香

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THE HOME RULE QUESTION.

THE PRIME MINISTER'S IMPORTANT STATEMENT

WHAT THE GOVERNMENT IS PREPARED TO OFFER.

[Reuter's Service To The "Telegraph."]

The newspapers, as for several days past, are full of talk of the pronouncement which Mr. Asquith is to make to-day.

The forecasts practically agree that there will be an offer of three years' exclusion for any of the Ulster counties voting in favour of accepting it.

The Unionists seem to think that the people of Ulster will not accept it, while some point out the likelihood of Catholic Minorities in Ulster objecting to exclusion, to which the Catholic hierarchy is understood to be strongly opposed.

The Liberals also fear that a powerful section of the Conservatives is determined to reject the offer.

A story that some of the Lords will be taking action in connection with the Army Annual Bill, which expires on April 30th, is revived. The *Daily Chronicle* says that some of the "Die-Hards" are planning to insert an amendment prohibiting the use of troops in Ulster.

There is reason to believe that the Cabinet is taking steps to prepare for this eventuality.

The House of Commons was even more crowded than when the Home Rule Bill itself was introduced, there not being a vacant space anywhere. The Archbishop of Canterbury and other prominent Peers, among whom was Lord Dunraven, were conspicuous over the clock, whilst Lord Stamfordham, the King's Private Secretary, was seated in the Peers Gallery.

Mr. Asquith, on entering, received an ovation from the Ministerialists, Mr. Bonar Law and Sir Edward Carson receiving an equal ovation from the Opposition.

A later message states that there was a rush of Commoners from 8 o'clock onwards to secure appropriate seats to hear Mr. Asquith speak.

The Nationalist Spokesman.

The Nationalist members of Parliament held a conference and unanimously decided that Mr. John Redmond should express their views during the debate.

Mr. Asquith's Speech.

The House of Commons was packed and Mr. Asquith was loudly cheered on rising to make his statement on the Irish situation, on the second reading of the Home Rule Bill

He said that those who supported the measure in all its stages were as convinced as ever they were of the soundness of its principle and its machinery:—(Cheers). They regarded it as an attempt, at once sincere and considerate, to base upon a solid foundation the fabric of Irish self-government, and they believed that if it were placed upon the Statute book to-morrow as it stood, its practical operation would involve no injustice or oppression either to classes or individuals in Ireland.—(Cheers).

He emphasised that if he came with suggestions, which if accepted would require substantial additions and supplementary provisions to their plan, it was not because they were running away from it—(Cheers)—but because, above all things they were anxious that changes which they believed were inevitable in the Government of Ireland, should start under conditions, securing from the first the best chance of ultimate success. (Hear, Hear).

The Dangers

What were the dangers which lay ahead, which it was the duty of statesmanship, if it were possible, to avert?

On one hand, if Home Rule were carried, there was a prospect of acute dissension and even civil strife—(Opposition Cheers). On the other hand if at that stage Home Rule were to be shipwrecked or permanently mutilated or indefinitely postponed, there was in Ireland, as a whole, at least as formidable an outlook—(Cheers) The hazards in either event were such as to warrant in all quarters not indeed a surrender of principle, but an approach which could lead to an agreed settlement, and it was obvious—there was no use blinking facts—that such a settlement would involve, in the first place, the acceptance by the opposition of Home Rule with a legislature and Executive in Dublin, and, on the other hand, on the Ministerial side, some form of special treatment for Ulster.

The Conditions.

It was to meet that situation that early last autumn persons of great authority suggested the project of a conference. His opinion was, and it had not been modified since, that a round-table conference of respresentatives of the different parties and views, without anything in the nature of a preliminary basis for agreement, would have tended rather to frustrate than to advance the object in view. He proceeded to emphasize the conditions laid down in his Ladybank speech and reiterated, firstly, that nothing must interfere with the setting up in Dublin of a subordinate Irish legislature with an Executive responsible thereto—(Cheers). Secondly, nothing was to be done towards erecting a permanent bar in the way of Irish unity; and thirdly, while the importance of the extension of the principle of devolution in other parts of the United Kingdom was fully recognised, the claim of Ireland was prior in point of urgency.

His invitation to an interchange of views and suggestions was cordially and loyally accepted by the leaders of the Opposition. The conversations with Mr. Bonar Law and Sir Edward Carson, were rightly, he thought, carried on under a seal of confidence which remained, he believed, and would remain, unbroken. It must not be inferred that any proposal to which he would allude had either been submitted or rejected in the course of those conversations. Mr. Bonar Law and Sir Edward Carson, however, would agree that the conversations though they did not result even in an approach to an agreement, yet made those participating realise more fully, perhaps more sympathetically, the difficulties that had to be encountered by those honestly desiring settlement. They were difficulties, not imaginary, but substantial, and indeed, inherent in the conditions of an unexampled situation.

The Ulster Problem.

Continuing, Mr. Asquith said by far the most serious of the difficulties was the question of Ulster. The Government had tried honestly and seriously to meet that difficulty by three different roads. There was the expedient, which he confessed commended itself to much of his judgement, called Home Rule within Home Rule. Personally he had spent a great deal of time and labour trying to devise a settlement on these lines. It was the essence of his proposal of what was called Home Rule within Home Rule that, as regards administration, Ulster should, until the Imperial Government otherwise decided, be entirely exempt from the administrative authority of the Irish Parliament in Dublin. It was not such a difficult problem as it seemed. The Police, Land and everything connected with Land, Purchase were, under the Bill as it stood, reserved services and did not pass within the province of the Irish Executive.

As regards what was left—namely, Education and Local Government—it seemed to him that these things might very well be in the excluded area and be administered by some local authority; while as regards factory and workshops administration, that would remain, as at present, under the Secretary of State at Whitehall. His proposal regarding legislation was, though it had met with little support from any quarter, that Ulster should return, like the rest of Ireland, representatives to both the Upper and Lower Houses of the Irish Legislature, but when any law was passed by these Houses respecting Ulster and the majority of Ulster's representatives were opposed thereto, it should not come into force until it had received the sanction of the Imperial Parliament.

That was going a much longer way than many people expected or desired—(Cheers). But it had the advantage of completely meeting the question of possible administrative oppression. It also started Ireland with a fully representative Irish Parliament and preserved the Imperial veto regarding legislation which might injuriously affect the Ulster minority. He was not going to press that suggestion now, although he parted from it himself with regret and reluctance. It had the serious drawback of not commending itself to any of the parties concerned—(Laughter).

The Second Plan.

The second road was that the whole of Ireland should in the first instance be included for Legislative and Executive purposes in the Bill as it stood, but the option should be given, after the lapse of a certain time, to the Ulster counties to remove themselves from the jurisdiction of the Irish Legislature and Executive and revert to their present position. That was a proposal which they considered before it was put forward on the high authority of Sir Horace Plunkett. There, again, the proposal had the great merit of starting from the beginning with a fully representative Irish Legislature. The practical working of a Parliament for all Ireland would in a very few years show whether the apprehensions of Ulster were well-founded. If they were not, things would go on as they were. If they were well-founded, the majority had a constitutional door of escape. It was also an excellent plan, if it could be made acceptable; but he was afraid it could not.

(*Continued on an Extra.*)

THE SUFFRAGISTS.

DETERMINED TO SEE THE KING.

London. Received March 9.

H.M. the King has declined to receive a deputation of Suffragists.

Mrs. Pankhurst has replied that she will lead a deputation to the King at Buckingham Palace.

Suffragists say that this will probably occur after Easter—in the height of the season.

TELEGRAMS.

THE HOME RULE QUESTION.

THE PRIME MINISTER'S. IMPORTANT STATEMENT.

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TELEGRAMS.

ITALIAN POLITICS.

GOVERNMENT TO RESIGN.

[Reuter's Service To The "Telegraph."]

London. Received March 9.

Reuter's correspondent at Rome says the newspapers announce that owing to a defection of Radical supporters desirous of democratic reforms now that questions connected with the occupation of Tripoli are closed, the Government will resign on Tuesday.

DERBY FAVOURITE.

THE BREAK-DOWN RUMOURS.

London. Received March 9.

The *Sportsman* says that none of the statements which have been published respecting The Tetrarch have been issued by anyone immediately connected with the stable, and that Mr. McCalmont (who now owns the horse) is too good a sportsman to leave the public in ignorance should an announcement be necessary. The fact that The Tetrarch cantered six furlongs on Saturday proves that there is no immediate ground for alarm.

Derby Betting.

London. Received March 10.

The latest betting on the Derby is 5 to 1 on the field, offered.

BIG LAND SALE.

London. Received March 9.

The Duke of Sutherland has decided to sell 200,000 acres in Sutherland.

OBITUARY.

SIR ARTHUR W. MACKWORTH.

London. Received March 9.

The death is announced of Sir Arthur W. Mackworth, who was retired Colonel of the Royal Engineers, and Chairman of the Monmouthshire Territorial Forces Association.

Dr. Christian Ginsbury.

London. Received March 10.

The death is announced of Dr. Christian David Ginsburg, L.L. D., J.P., the Biblical scholar and writer, who was one of the original members appointed by Convocation for the Revis on of the English Version of the Old Testament.

THE MEXICAN OUTLOOK

FEDERAL TROOPS DEFEATED.

London. Received March 10.

Reuter's correspondent at Vera Cruz states that five thousand rebels defeated the Federal troops at Alta Mira, the latter retreating to Tampico, whither American, British and German men-of-war are hastening.

American's Body Recovered.

Reuter's correspondent at Laredo states that Captain Sanders and eight American ranchers, apparently on their own initiative, have recovered the body of the American Veragaras. He was found to be twice shot in the head and once in the neck. The head was crushed, apparently with a rifle butt, while the fingers of the left hand were charred.

Ex-Boer Leader.

The case which Sir Cecil Spring-Rice has ordered to be investigated is that of the Boer ex-leader Snyman, who is locally called "General" Snyman.

TELEGRAMS.

TERRIBLE FIRE.

GREAT CLUB DEVASTATED.

[Reuter's Service To The "Telegraph."]

London. Received March 10.

Reuter's correspondent at St. Louis report that eight-story building, the Missouri Athletic Club, has been burned down.

A hundred persons are missing and seven bodies were found in the street.

Further Details.

Later.

The Missouri Athletic Club was a most exclusive Club. The damage is estimated at a million dollars (gold). The building is now a mass of bricks and twisted iron.

The number of dead is not known, and will not be till the debris has been cleared away. Fifty people were injured.

When the Fire Brigade arrived, the entire building was in flames, and men and women were jumping from all floors above the fourth. A score of people escaped by jumping on to the roofs of smaller adjoining buildings.

LEVER BROS.

BIG PREFERENCE ISSUE.

London. Received March 10.

Messrs. Lever Bros. have made a million issue of £1 Preference shares at 21s. They have been largely over subscribed.

MANY INVENTIONS.

A Chat with Edison.

Thomas A. Edison, who is now nearing sixty-seven years of age, was not long ago voted first among the 'Ten Most Useful Americans' by our readers. He might also be termed the Most Busy American, says the New York *Independent*.

He has practically ceased talking for publication, because he needs to conserve his strength and because his cares of business and invention were never greater than to-day. It was, therefore, special kindness on his part when he consented (amid extra harassment of preparations to go on a vacation trip to Florida) to give the following interview to the *Independent's* representative, Mr. John R. McMahon.

His Long Hours.

The inventor of the incandescent lamp and phonograph is still addicted to long hours. A recent time card (he punches time cards like any employee) showed that he worked in his West Orange laboratory late at night several times in a week. During the past year, while perfecting the disc phonograph, he organised and headed one of his old-fashioned 'insomnia squads,' which stayed with him, on the job, in the laboratory, and the works for five weeks without more than two or three hours' sleep in the twenty-four. A caterer brought food; the men's wives brought occasional shifts of clothing. Mr. Edison's own time card showed then that he was working 120 to 140 hours in a week.

His Incessant Labours.

It is incredible how he labours still and keeps in touch not only with the complexities of his scientific research, but with the minutiæ of a manufacturing business employing 5,000 persons.

In returning the past year to the perfection of the phonograph, which he invented thirty-six years ago, Mr. Edison was confronted with a problem involving the fact that a fingerprint on a piece of glass, or microscopic bit of dust, will make discordant the musical note carried by the phonographic diamond point needle. Thousands of experiments, chemical and physical, were needed to battle with fingerprints, infinitesimal specks of dirt and other obstacles in the way of the perfect phonograph.

The Trend of Invention.

What is the trend of invention? Application of electricity to all moving things.

The most significant invention of 1913? Manufacture of ammonia from nitrogen and hydrogen.

What work of your own during the past year is most important? Perfection of the recording of music by the new disc phonograph.

What of setting off explosives by wireless? It has been of no value, except for military murder.

Is radium to be harnessed? It's driving a clock in Paris. Radium, so far, has only a scientific value. No one can predict. There are enormous possibilities.

What of new sources of power? Sun engines of considerable power, 20 to 30 horsepower, are working in Africa and Arizona. There are many inventors working on the problem. Burning coal at the mouth of the mine, converting the power into electricity, and transmitting the power over long distances, has already been put into effect in Nova Scotia and in England.

How soon will ships be driven by new power? Until we find a practical method of converting combustible matter directly into electricity, steamboats will continue to be driven by steam and internal combustion motors.

Are not social machines displacing individual machines; *e.g.*, the public laundry against the domestic washing machine? The individual washing machine will hold its own for a while. Electric driven washing machinery suitable for the small house is rapidly coming into use, and the labour is reduced almost to nothing.

TELEGRAMS.

A MAJOR'S DEATH.

GIFTS FOR THE WIDOW.

[Reuter's Service To The "Telegraph."]

London. Received March 10.

Reuter's correspondent at Teheran states that the Regent and the Government are each giving the widow of Major Ohlsen (Sweden) who was killed in the fighting between gendarmes and Nasridwans at Kazerun, a sum of £1,000.

A Committee of Persians are also subscribing for a present of a house in Sweden.

THE BOAT RACE.

CAMBRIDGE FAVOURITES.

London. Received, March 10

The latest betting on the Boat Race shows that Cambridge are the favourites, 6 to 4 on being laid.

THE MARCONI COMMITTEE.

LORD LOREBURN'S POSITION

London. Received March 10.

In the House of Lords, Lord Lansdowne, moving the appointment of the Marconi Committee, said Lord Loreburn had joined on condition that the charges against Lord Murray were specific as formulated by the inquiry, that they were limited thereto and that the methods of the Committee should be judicial. Both sides of the House desired his appointment.

Lord Crewe still regarded the Committee as unnecessary; nevertheless, he agreed that it should be constituted as strongly judicially as possible. He did not object, therefore, to the appointment of Lord Loreburn

NEWS FOR BUSY MEN.

TELEGRAMS.

CONDENSED.

The Italian Government is about to resign.

For the Boat Race, 6 to 4 is laid on Cambridge.

Five thousand Mexican rebels have defeated the Federal troops at Altamira.

The deaths are announced of Dr. Christian Ginsburg and Sir A. W. Mackworth.

The Missouri Athletic Club at St. Louis has been gutted and a hundred people are missing.

The House of Commons was crowded when Mr Asquith delivered his great Ulster statement.

Lord Loreburn has joined the Marconi Committee on certain conditions outlined in a telegram to-day.

Mr Asquith has delivered his momentous statement on the Ulster question. His speech is fully reported to-day.

The Ulster Womens' Association has accepted a fully equipped ambulance formed in London for service in Ulster.

Messrs Lever Bros. have made a million issue of £1 Preference shares, which have been largely oversubscribed.

The case which Sir Cecil Spring Rice has ordered to be investigated is that of the Boer ex-leader Snyman.

NEWS.

A claim for $1,000. for alleged breach of contract, was heard in the Supreme Court to-day.

General news and an article on the purchase of Prai Dock appear on page 3.

Log book appears on page 6 and Commercial news on page 9 to-day.

DON'T FORGET

TO-DAY.

Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.

TO-MORROW.

Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
Annual General Meeting—Hongkong Gymkhana Club—5. 15. p.m.

Saturday March 14.

Devonian Society Annual Dinner at the Hongkong Hotel.
Royal Hongkong Yacht Club Annual Regatta.
Boxing—Theatre Royal 9.15 p.m.

Thursday March 19.

The China Fire Insurance Co. Ltd., Meeting of Shareholders.—Noon.
Hongkong Fire Insurance Co. Ltd. ordinary meeting of shareholders—12. 30. p.m.

Saturday March 21.

Y.M.C.A. Annual Concert.

Monday March 23.

Meeting of Seatholders and Subscribers of St. John's Cathedral City Hall 4.30

Wednesday March 25.

Entries close for H.K.C.C. Tennis Tournament.

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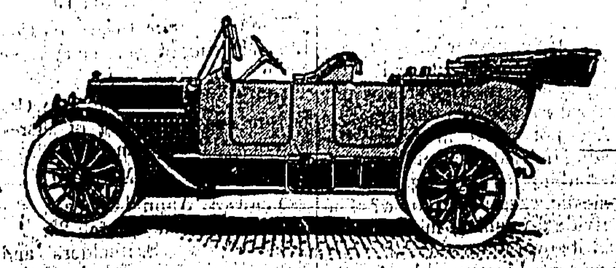

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Daily Press.

Chinese Mentality.

Nothing can give a better idea of the peaceful revolution which is going on in the thoughts of the Chinese people than some acquaintance with the nature and extent of the mental pabulum which the Press is instrumental in distributing. A good deal of information on this subject was furnished by a Director of the Commercial Press at a recent meeting of the Saturday Club at Shanghai, an institution which Dr. Amos P. Wilder was instrumental in founding. The Commercial Press is an important Chinese enterprise concerned very largely with the publication of school text books as well as works on ethics politics, enconomics, history, geography, science, mathematics, etc. Many of the latter are translations of works by European or American authors, but in recent years many original works have been published. When it is mentioned that the gross receipt of this firm for last year amounted to $2,800,000 some idea may be formed of the extent of the demand in China for books of this character, and in reflecting on what this sum of money means it is well to remember that there is probably no country in the world where school books and educational works for the older students can be bought as cheaply as in China. How far a disregard of the foreign author's copyright in his works accounts for this is a question we are not in a position to answer, and Dr. Fong did not say much to enlighten his audience in that respect.

South China Morning Post.

Sanitation in Hongkong.

Summer has announced itself with its usual concomitant of unwelcome heat and foetid smells, and plague and small-pox, the most dreaded of annual visitants to the colony, have made their presence felt rather earlier than usual. It is therefore necessary that the Sanitary authorities, notwithstanding native prejudices, should get busy with the yearly clean-up if an epidemic is to be avoided. At its best the sanitation of Hongkong has little to commend it. Conditions have certainly improved since the services of experts had to be requisitioned from England, but the sanitary arrangements have still many unpleasant features which could be remedied by a little initiative on the part of those responsible and an effort to win the co-operation of the people. Hitherto the efforts of the authorities have been mainly directed to keeping down, by vigorous measures, the spread of disease once it has broken out; now, it seems, the time has arrived for such measures to be taken as, in the opinion of those who have studied sanitation, are best calculated to prevent the occurrence of disease.

China Mail.

London's Population and Traffic.

Great cities exist in many countries, and have transportation problems of their own; but these are vastly less difficult and less complicated than in London. New York, for example, is credited with a population of 4,770,000 but the density is but 26 per acre, as compared with 60 per acre in the corresponding Metropolitan area; whilst comparing Greater New York with Greater London, the density is only 4 per acre, as against 7.4 in the case of Greater London. The steady migration of the population to the outer rings continues in evidence, the numbers included within the County of London showing an actual diminution, whilst the outer rings are steadily gaining, and are themselves extending further and further out. London worker now sleep as much as 30 miles away from the City, the population included within what may be termed the outer suburban area being 8,471,146 or

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For a good solid meal, a la Carte or Table D'Hote with Wines & Liquors of the Best
ALEXANDRA CAFE.

PURCHSAE OF PRAI DOCK.

Proposed Transfer to F.M.S. Government.

Correspondence regarding the transfer to the F.M.S. Government of the Prai Dock property, Penang, was laid on the table at the Legislative Council meeting, at Singapore on the 27th ult. and discussion on the subject is reported in another column. The correspondence opens with a letter dated November 5, 1913, from the High Commissioner F.M.S., to the Secretary of State for the Colonies. It reads:—

I have the honour to inform you that, towards the end of the year 1911, the general manager for railways drew the attention of the Government to the necessity of extending the wharves and railway station at Prai so that the railway might be in a position to deal with the growth of traffic not only to and from the existing railway but consequent on the extension of the railway northwards at Alor Star in Kedah when completed and ultimately it was hoped to reach Singgora in Siamese territroy. The scheme which the general manager for railways considered would be necessary to deal with this expected development of traffic consisted mainly of the extension of the present wharf at Prai to give a frontage of 1,200 feet and the complete remodelling of the station yard: the estimated cost was placed at $1,400,000 The larger portion of the new work proposed by the general manager for railways was situated on land then the property of the Tanjong Pagar Dock Board, but he was of opinion that as practically the whole of the traffic at the wharves was carried by the railway, the property should be bought by the railway department and the extension work carried out by that department. Mr. Nicholson, the manager of the Tanjong Pagar Docks, agreed that it was desirable that as the traffic over the wharf was all intended for the interior, the development of all handling facilities should be in the hands of the railway department. He considered it, however, necessary that Penang should be provided with a slipway capable of taking the ordinary vessels belonging to the port, i.e., ships up to a thousand tons and on January 2, 1912, a resolution was passed by the Tanjong Pagar Dock Board offering to sell the property based on the offer made to the Government Wharves, Penang; this price was $550,000 plus all sums spent on extension works amounting to $438,840 or a total of $988,840: this offer was made subject to the condition that if it was necessary to close the dock to carry out the improvements contemplated by the railway such action was not to be taken until the necessary facilities for docking elsewhere were provided.

Price Fixed at Arbitration.

The general manager for railways considered he was not justified in valuing the Prai Dock property at more than $583,703; this offer the Tanjong Pagar Dock Board would not entertain and withdrew their offer. Mr. Nicholson left for England on May 5, 1912, and the matter was left in abeyance pending Mr. Nicolson's return. In June this year Mr Anthony, the general manager for railways, and Mr. Nicholson met and discussed the subject, but the latter was not prepared to reduce the valuation of approximately $1,000,000, and Mr. Anthony adhered to his figure with a reduction for depreciation. As there was no likelihood of Messrs. Nicholson and Anthony agreeing to a figure they considered it desirable that I should act as arbitrator, and after conferring with the Chief Secretary I consented to act with two members, one appointed by the Federal Council and one by the Legislative Council to assist me; I further stated that any decision of the arbitrator must be subject to your sanction. The unofficial members of the Federal Council were consulted and agreed to the suggestion, selecting Mr. Nutt as their representative. Under the provisions of the Straits Settlements Ports Ordinance 1912 (No. 5 of 1912) the Prai property was from July 1 last handed over to the Penang Harbour Board; this Board and the unofficial members of the Legislative Council were consulted; arbitration was agreed to and Mr. Young, a member for Penang, was selected. It is evident that goods can be handled cheaper by one authority than having to pass through two bodies and the railway department is economically in a better position to develop the traffic requirements than the Penang Harbour Board. This is Mr. Nicholson's opinion and shared by Mr. Anthony and the two members selected to assist me in the arbitration. It is most desirable that the railway department should commence the construction of the proposed work at as early a date as possible and that the Penang Harbour Board should take the necessary steps to provide the slipway which will be required to replace the dock as the dock itself cannot be interfered with until the slipway is provided. It has not yet been decided what is the actual sum to be paid by the railway department for the property as further information is required by Messrs. Nutt, Young and myself on certain points, but I am confident that the amount may be left to us to settle subject if advisable to revision by you. To enable a commencement to be made I shall be glad if you will telegraph whether you sanction the sale at a figure to be decided by me with the assistance of Messrs. Nutt and Young the figure to be subject to your revision.

On December 3, 1913, the Secretary of State telegraphed to the High Commissioner.

"In reply to your despatch of November 5, last paragraph, proposals approved."

Profits from the Wharves.

Under date December 24 the High Commissioner, F. M. S., wrote to Secretary of State for the Colonies as under:—

In continuation of my despatch No. 555 of November 5, 1913, on the subject of the transfer of the Pari Dock property to the F.M.S., Government, I have the honour to inform you that Messrs. Young, Nutt and myself met finally on the 19th inst. and we decided that the amount to be given by the F.M.S. Railway Department for the Prai property should be fixed at $1,000,000, also the machinery in use for the working of the dock and the stores are to be retained by the Harbour Board. The profits for the three years ended June 30, 1913, on the Prai Dock property excluding the profit from the wharves were as follows:—

Year ended June 30, 1911 $26,809

Year ended June 30, 1912 $38 717

Year ended June 30, 1913 $27,081

The average for the three years comes to $30 169, and at 16 years' purchase represents $403,004 The Penang wharves (now the Penang Harbour Board) have undertaken the handling of cargo and coal over the Prai wharves; an all-round rate is charged, but for this particular work they allow 25 cents per ton for cargo and 20 cents per ton for coal; for the three years ended June 30, 1913, the average receipts from this source came to $566,256 would represent 16 years' purchase. The profits from both sources based on the average of the past three years and 16 years' purchase come to $1,060,160.

Mr. Anthony, the General Manager of the F. M. S. Railway Department, had pointed out that the Railway Department were not buying out the dock business which would be carried on elsewhere, and therefore a figure based on the profits of that business could not be considered as determining the value of the property for purchase by the F.M.S. Government.

Taking this view it meant that the question of the award was confined to two points: (i) The making of the slipway to take the place of the docks and (ii) compensation for profit from the handling of the cargo and coal. Mr. Nicholson, the chairman of the Penang Harbour Board, estimated that the cost of the slipway referred to in paragraph 5 of my despatch 555 of November 9, 1913, including pitching slopes and approaches with machine shops, etc., would come to about $750,000: this also included the purchase of 20 acres of land: to this estimate Mr Anthony saw no objection.

The receipts for handling of cargo and coal for the three years

(Continued on Page 9)

GENERAL NEWS.

Rifle Contest for Silk Hat.

The novel shooting match between thirty picked Coldstream Guardsmen and thirty men of the Ottawa Garrison is to take place in a few months' time. The object of the match, on the result of which Colonel Hughes and Major Farquhar have solemnly staked a new silk hat, is to test the new active service targets The teams will shoot on their own ranges, the Guardsmen's targets being subsequently sent to Canada, where they will be adjudicated upon by a committee.

No Faith in Banks.

An aged maiden lady has been found dead in a humble house in Glasgow, the possessor of £13,000. All the money was found in gold and notes in the house, the deceased having declared that she did not believe in banks.

Detection by Gait.

By means of a new recording machine invented by himself, said Professor H. S. Hele-Shaw, at the Royal Institution recently it would be quite as easy to identify a person by his normal walk as it was to identify him by his finger-prints. He showed the swings of George Duncan, the golfer, as recorded by the machine, and also made records of himself, walking slowly, walking briskly, and running over machine. The curves of golf, he said, were absolutely characteristic, just as were those of bowling, sprinting, or any other curve.

Dancing in the Train.

Tango dancing in express trains is the latest American social novelty. The honour of inventing this new relief from the tedium of travel belongs to a number of wealthy Chicago people, who are planning to attend the festival of Mardi Gras (Shrove Tuesday) at New Orleans. They have invited 250 of their friends, to accompany them in a special train, to which a ball-room-car will be attached for the 922 mile journey. The floor of the ballroom-car, which is the biggest car owned by the Illinois Central Railway, will be specially prepared for the occasion. The walls will be covered with tapestry and the roof with artificial flowers, while the ends will be enshrouded with double curtains, through which the dancers can pass into the library or drawing-room cars. The train has been christened "the tango special."

SORE THROAT.

Its Cause and Cure.

Contrary to the general belief, it is not cold, damp, or draughts which directly cause the sore throat, tonsilitis, &c., from which so many people suffer. They merely render us liable to the disease by lowering our vitality.

What really causes sore throat is inhaling the germs of the disease from other sufferers. Were we in good physical condition our blood would destroy these germs, as it constantly does. It only when we are not "up to the mark" that we catch diseases which are due to germs.

To cure them, the germs must be attacked where they are with something which will kill them on the spot. The best and quickest means for this purpose is Wulfing's Formamint. Doctors use it to cure themselves, as is proved by a physician who writes in The Practitioner:—"I have never had sore throat myself since I began to use Wulfing's Formamint, although I suffered periodically before."

The Only Remedy the Doctor Uses.

The following statement in the same paper shows why doctors universally prescribe it:—"Having tried all the British Pharmacopœia lozenges and most of the well known proprietary antiseptic lozenges, I have been reduced to one and one only (for sore throat), namely, Wulfing's Formamint."

A Medical Officer of Health voices the reason for this preference in The General Practitioner. He writes:—"What we want is an agent to destroy the germs in the mouth and throat; in fact, what we want is oral asepsis (complete freedom from germs in the mouth) as near as we can get it. To produce this we have the ideal agent in Wulfing's Formamint."

It is used by the Royal Families of Europe, and by the world's most distinguished men.

The Rt. Hon. Viscount Massereene and Ferrard writes, I—"have found Wulfing's Formamint most effective for the cure of sore throat, which quickly disappears after using a few tablets."

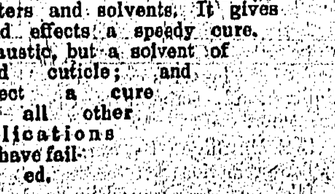
How to Prevent Sore Throat

Wulfing's Formamint is equally famous as a preventive of germ diseases. Even for diphtheria its power of safeguarding those who take it cannot be exaggerated. The Sanitary Inspector of High Wycombe writes: "I know of no preparation so effectual in preventing infectious disease as Wulfing's Formamint. During an outbreak of diphtheria I have frequently given away for mamint to those who been in contact with the disease, and no other cases have been removed to hospital from the same household."

A. Wulfing & Co., 6, Kinkiang Road, Shanghai, will send a Free Booklet, dealing fully with sore throat, to all who write mentioning this paper. Wulfing's Formamint may be obtained of all Chemists in bottles of fifty tablets. Accept no substitutes. They are valueless, as a physician testifies who writ s that he "has tried six substitutes and found not one of them efficacious."

Notice.

N. LAZARUS.



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No. 19, Shelley Street.

TO LET.— till 31st October 1914, No. 64, The Peak, seven rooms and drying room, furnished, including Electric fans and Telephone.

TO LET.— No. 5 Mountain View from 1st April 1914.

No. 24, Belilios Terrace, from 1st April 1914.

No. 55 Elgin Terrace, 6 rooms.

No. 12 Beaconfield Arcade, Shop.

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"GLENSHIEL," 124 Barker Road, 5 rooms, close to Tram Station.

Apply to
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3rd Floor, Alandra Building.
Hongkong, 2nd Oct., 1913 [211

TO LET.—Two room Flats in Kowloon. Suitable for Europeans, in good airy locality. All Modern Conveniences. Terms Moderate. Apply H. RUTTONJEE. Royal George Hotel. Hongkong, 17th Oct., 1913. [967

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Hongkong, 13th Jan., 1914. [1139

TO LET.— Furnished, "MODREENAGH," No. 21 East, The Peak, from 1st April. Apply to— GILMAN & Co., 8a, Des Vœux Road.

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TO LET.— "LA HACIENDA E.", No. 74, Mount Kellett Road, from 1st April. Apply CHATER & MODY, No 9, Queen's Road Central.

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By Order,
"HONGKONG TELEGRAPH."

The Hongkong Telegraph.

HONGKONG, TUESDAY, MARCH 10, 1914.

AN EDUCATIONAL QUESTION.

Some little time ago, in these columns, we discussed the teaching of history to young Chinese. It may be well, perhaps, also to consider for a moment the allied science of geography. The two essentially hang together, though it is only within comparatively recent times that the fact has come to be recognised. Formerly they were taught separately and in the most unfortunate way in the world. The method adopted was to make a child extract from a page, or a chapter of a text-book, as many facts as possible and then to test his memory. Even within the recollection of men not yet grown old this method was generally followed. But it had the great drawback, that it did not stimulate the child's imagination. Very few children can decide as to the relative value of facts. To most children, indeed, one fact is of equal value with another.

That being the case, it is necessary to present facts, and to discuss them, with much care and sympathy. It is not sufficient, for instance, merely to tell children that London, and New York and Paris are located at such and such points, but it is necessary to tell them something concerning these cities and, if they are old enough to follow the reasoning, to try and make them understand just why these cities have grown up at these particular points. Cities, or great towns, do not grow up haphazard, and the youth who has learned to think out for himself the reasons which have led to the growth of even one town has gone a long way towards becoming a thinking being. That is the whole purpose of education, it seems to us. The mere acquisition of knowledge in the shape of hard facts is not sufficient; the pupil must be trained sympathetically to make deductions from these facts.

To a large extent to-day this method is adopted, but it is not so generally adopted as could be wished. A child is no longer forced to learn by heart a string of names or dates and to repeat them after. That form of drudgery has been removed. The pupil to-day is not bored to death as in the old days; indeed, at Home there seems a danger of running to the other extreme and, in the effort to make the acquisition of knowledge agreeable, making it merely scrappy and superficial. Both dangers should be avoided, like a plague, in Hongkong where it is necessary, even more than elsewhere, to ensure that young Chinese shall be taught to think and shall have their imaginations trained and developed. It is hardly necessary to do more than remark the point. Yet we are told, on good authority, that in at least some schools geography is not taught with that sympathy, and that suggestion which it demands. This is a matter which deserves attention; it is a thousand pities if one of the most broadening of all subjects is not well taught.

The Derby Alarm.

We had our doubts yesterday when a cable explained that The Tetrarch had broken down, as to the genuineness of the rumour, and we find, this morning that Mr. D. McCalmont, the owner, knows nothing at all about such a breakdown, and there is a denial that anybody associated with the stable was connected with the rumour. Anyone who knows anything—at all about turf commission agents needs no telling that scares are often perpetrated for the purpose of making a stir in the betting market, particularly when the market is dull as it certainly has been in connection with this year's Blue Ribband. What happens is this. A telegram is sent to a great gambling centre by arrangement and it is circulated in whispers; it is alleged, that such and such a horse has broken down and that the race is now thrown open, the "cert" being out of the way.

The Bookmaker Wins.

Naturally other horses undreamt of whilst the crack was fit and well now find a place on the list and those who were thought likely to be amongst "those placed are immediately placed at a false figure. A horse at tens then becomes fives and by the time the contradiction has been published the commission agents have pencilled some wagers at the short figure. Immediately the crack is back in his betting place the other horses go out again in price and the bookmaker who has laid the backer fives can there get eights or tens so that if there is a surprise in the event he draws five or six to one to other people's money. He lays fives, receives tens and pays out fives.

RECIPE FOR A BAZAAR.

Captain Harry Graham gives his witty recipe for a bazaar in the *Sphere*.

Take 1 charitable institution in need of funds. Place it under royal patronage, and steep as deeply in debt as possible. Surround with a dozen and a half willing workers and 1 active secretary. Mix in 5 or 6 ladies of title and allow to simmer for six months. Stand the result before a clear fire in a small room until a committee begins to form. Flatter the ladies of title until they consent to become patronesses; then put aside in a cool place until quite firm. . . .

Take a miscellaneous collection of articles, furniture, clothing, bric-a-brac, etc., of little or no apparent value, use, or beauty. Sprinkle freely with labels bearing prices greatly in excess of the original cost of the articles in question. Arrange on clean baize-covered tables round a large room or hall in some fashionable district. Tightly squeeze several hundred philanthropists into the room or hall; thoroughly pluck these, and strain their credulity by pressing them with the articles of furniture, clothing, bric-a-brac, etc....

Unless the greatest trouble and care have been taken in the preparation of this dish the result will often form what is known as a deficit. In this case the accounts will have to be carefully cooked or the whole bazaar prepared afresh from similar ingredients in another room or hall.

POLICE PROMOTIONS.

The following promotions in the ranks of the Police have been announced:—

Second Class Inspector Murison to First Class Inspector.

Acting Inspector N. Liment to be Second Class Inspector.

Second Class Inspector P. O. Sullivan to be acting First Class Inspector.

L. S. Murphy to be Sergeant.

The promotions were necessary to fill the vacancy caused by the recent death of Inspector E. O'Sullivan.

DAY BY DAY.

THE FIRST TASTE OF HARDSHIP IS LIKE THE FIRST OF BITTER FOOD—IT SEEMS UNBEARABLE.

The Weather.

Lower levels 8 a.m. Temp. 70, dull.

At the Peak 8 a.m. Temp. 61, heavy fog.

The Mails.

American Mail ex s.s. Manchuria.—Arrived per s.s. Kumano Maru yesterday afternoon.

American and Canadian Mails.—Left per s.s. Sado Maru at noon to-day.

French Mail.—Left per s.s. Nera at 1.30 p.m. to-day.

Siberian Mail.—Due per s.s. Foochow to-morrow.

Australian Mail.—Closes per s.s. Kumano Maru at 11 a.m. to-morrow.

To Consignees.

Consignees of cargo by the s.s. Tuebingen are reminded that goods undelivered after to-morrow will be subject to rent.

Theft from a Rickshaw.

Cheung Chik Hing a Chinese broker of 250, Queen's Road Central, reports to the police the theft from him of a rickshaw valued at $42.

Japanese Relief Fund.

After the date of the close of the Japanese Relief Fund the Committee acknowledged receipt with thanks of the following contribution:—P.O.P., $50.00

Robbed of Twenty Dollars.

A Chinese married woman of No 20 Wing Wah Lane reports to the police that yesterday afternoon she was robbed of twenty dollars in money.

Coolie's Loss.

A Chinese coolie living at Samsuipo reports that some person entered his house by breaking through a window and stole clothing to the value of ten dollars fifty cents.

Found Hanging.

The police have sent to the mortuary the body of a Chinese male, who was found hanging by the neck to a tree outside the Chung Wah Kun Temple in Hospital Road.

Premises Released.

The premises of 21 Wing Lok Street and 119 and 121 Queen's Road Central, in which fires recently took place, have been released by the magistrates and no enquiries will be held.

Bandmann Company's Visit.

The Bandmann Opera Company, with all the latest London successes, will open their season in Hongkong on the 26th. inst. They will play here until April 11.

Another Amateur Dramatic Performance.

We hear that there will be another amateur dramatic performance given in Hongkong, probably in April. The military are largely concerned in the project, which will be in the nature of a very funny farce.

Boatmen Fined.

For unlawfully making fast to the s.s. Amazone while she was under way in the Harbour on March 9 two licensed boatmen at the Marine Court to-day were fined, one $10 and the other $15, by Commander Basil Taylor, R. N. The first defendant explained that the tide drifted his craft down to the steamer.

Latest Advertisements.

Important additions and alterations to the train service on the Canton-Kowloon Railway are notified.—Page 5.

The shareholders' meeting in the China Sugar Co., is to be held on March 30.—Page 5.

The shareholders' meeting in the Luzon Sugar Co., is to be held on March 30.—Page 5.

Shanghai and Hongkong.

Commenting on the cotton industry, the *N.C. Daily News* says it is noteworthy that Shanghai is coming to be preferred even to other centres in China. "The transfer of the Hongkong Mill plant to Shanghai is very significant. Shanghai possesses cheap power for working the mills, thanks to the growth of our Electricity Department. There is no scarcity of the labour needed for this business, and labour is fairly cheap at that. There is a bigger range of markets in which to sell the output of mills. Further Shanghai is in the midst of a cotton cultivating country and the raw material is more easily got here than at any port or place in China."

THE LANGKAT BOOM.

PERTINENT COMMENTS BY SHANGHAI NEWSPAPER.

The boom in Langkat shares is weakening somewhat in Hongkong to-day. The market is easier, and there are sellers at Tls. 62.1-2.

In its issue of the 6th. inst., the N. C. *Daily News* has the following concerning the boom in Langkat shares:—

For the moment attention locally is being centred on the share market, especially in Langkats and Trams. The rise in these shares has had a beneficent effect on shares values generally, the market being in quite a buoyant mood. The variation of Langkat values has been capricious. The highest value reached was Tls. 1,800 for the June settlement of 1910 for the old shares (which were subsequently sub-divided into ten). Since then fortunes have varied, the general tendency being downward. During the latter half of 1910 the output began to diminish month by month, and shares dropped to Tls. 70 or thereabouts. But from October, 1911, the tendency changed and the outputs began to increase—the lowest recorded being 7,339 tons in August and the highest for that year being 12,100 for December.

At the close of the year the shares stood at about Tls. 72, largely, no doubt, because the dividend of Tls. 1.50 for the last quarter had not been paid. In the middle of January values rose to Tls. 84. When the quarterly dividend was reduced to Tl. 1 the shares began to drop until in the middle of June they stood at Tls. 65. Early in August there was a further drop to Tls. 59 or thereabouts. Although there were improvements in the interval the tendency was downward and in the middle of November values stood round about Tls. 57. There was improvement again early next month prices improving to Tls. 76. At the close of the year 1912 values stood again at about Tls. 72.

Up to September during the past year there was a continuous drop in values. The shares fluctuated between Tls. 73 and Tls. 75 during January and continued at those or near those prices until early in April when they fell to Tls. 65. The reduction in values was more gradual during the succeeding two months, the value in June being Tls. 56. During the latter part of June and in July Langkats lost Tls. 21, the price at the close of July being Tls. 35. In August again there was a further heavy fall, and going down to Tls. 19, there was a recovery to about Tls. 23. In September, values fluctuated between Tls. 22½ and Tls. 25, in October they improved to Tls. 33; but in November they dropped again to Tls. 29 and early in December they were as low as Tls. 25. During that month, however, there was an improvement, prices at the close being in the vicinity of Tls. 34. In January there was not much improvement; but at the close of February prices rose as high as Tls. 44.

The improvement began to be felt specially about the middle of the last month. There was a rumour in the market that the output for February was going to be big, and during the last ten days of the month there was an appreciation of about 30 per cent. in values. It is rarely that a rumour is able to influence the market for so long; but when rumour was proved to be overwhelmingly correct by an increase of about 4,000 tons in the output it is not surprising that values jumped by about Tls. 10 or about 25 per cent. within an hour or two. Although the heavy business of the past few days is likely to bring about a reaction, the future trend of prices depends entirely on the coming output.

It may be remembered that during the panic in September, it was urged in these columns that holders of Langkats could not do better than hold on to their shares and await developments: also, that from the then indications there was no reason for despair. All's well that ends well, and it is to be hoped that the present output will be maintained, if not increased. But it is difficult to understand the following statement tacked on to the output circular: "The general agents think the increase in the output for this month is from the 800/900 foot strata, and is not on account of the completion of any new deep well or any increase in the production of the present one." As there has been much speculation about the success of the efforts in deep boring, it is well that they should let the public know the position, so that no exaggerated hopes need be raised by the large increase in the output. It was already known that the oil so far obtained was from the 800/900 foot strata, and Mr. McBain himself stated at the annual meeting that new wells had had to be worked for some time to maintain the output.

"If the increase in the output" is not on account of any increase in the production of the present ones" where did the oil come from? Why should the general agents think the increase on the output for this month from the 800/900 foot strata?" Surely they ought to know what it is due to and tell shareholders facts and not what they "think." To say the least the statement is peculiar. February is a short month, and the increase is therefore all the more remarkable. Some time ago the question of what the directors could do in the face of rumours was discussed in these columns, and the conclusion was arrived at that as a rule they could do very little. But on an occasion like last month, the directors might surely have said something with the knowledge that they must have had; and the result would certainly have been beneficial to the market.

CANTON NOTE PROBLEM.

FINANCIAL REPRESENTATIVES ARRIVE FROM PEKING.

The question of the depreciated note currency in Canton is still causing uneasiness, and the Central Government is moving in the matter.

Yesterday there arrived from Peking two financial representatives, Messrs. Wong Siu-sung and Liu Shiu-han, who have been detailed by the Government to investigate affairs on the spot. They came down by the French mail steamer Nera, and this afternoon they are to be given a reception by the Hongkong Chinese Chamber of Commerce, when the situation will be talked over.

The Canton Government is still seeking to remedy matters, but so far nothing tangible has resulted. The commercial community is becoming anxious at the long delay in the solution of the matter, and the Guilds are now telegraphing to Peking suggesting that gambling be again legalised and farmed out by the Government, the proceeds from the monopoly to be devoted to redeeming the notes.

COURT COMMANDMENTS

What a man must not say and do

At the Police Court, this morning:—Mr. Hazeland:—You must not give people slaps.

It was a very soft one.

Well you must not give people slaps.

It was a soft one—he said I was drunk and I said, "if you say that again I will slap you." He said it again so I slapped him

Well, you must not slap people.

Well, it didn't hurt him—he musn't say I was drunk.

"You (to plaintiff) must not tell people they are drunk," was the closing remark of his Worship as he inflicted a fine of $5.

The case in which the above exchanges took place was one in which an officer named Golde of the s.s. Hue, was charged with assaulting Mr. Brockelman of the Traveller's Hotel, and the former in answering the charge said," I gave him a slap."

OPIUM SMUGGLING.

Rumoured Big Traffic Between Hongkong and Canton.

It is rumoured that Government prepared opium is being extensively smuggled from Hongkong into Canton and in fact that the majority of the one tael pots are going to Canton. The reason for the traffic in Hongkong prepared opium is that it is cheaper than that otherwise to be obtained in Canton.

A BIG CLAIM.

Wealthy Portuguese Gentleman and a Contract.

In Original Jurisdiction of the Supreme Court this morning the hearing of an interesting action was resumed.

The plaintiffs are the Great Eastern Smelting and Refining Company of San Francisco, and they claimed from T. P. Marques, of Macao, $85,452, being the balance due under a guarantee for the payment of $200,000 given by the defendant that Messrs. Arndt and Co., Hongkong, would repay a loan to this amount.

Mr. E. H. Sharp, K.C., and Mr. Eldon Potter, instructed by Mr. Beavis, of Messrs. Wilkinson and Grist, appeared for plaintiffs, and Mr. H. E. Pollock, K. C., and Mr. F. C. Jenkin, instructed by Mr. Leo D'Almada, was for the defendant.

Addressing the Court, Mr. Pollock said he had told his Lordship at the time Mr. Sharp suggested certain issues to the Court, that he certainly did not agree with him on the subject of the issues, and he was going to put to his Lordship what he thought was the very first issue his Lordship had to decide in that case. It was as follows. Has the plaintiff satisfied the Court that the defendant ever, and if so on what date, became liable to be sued on his guarantee for any, and if so, what sum. If as they believed to be the proper legal position upon the law, the evidence oral, and the evidence of the bundle of correspondence which was put in that issue, was decided in favour of the defendant. Thus they thought it was absolutely clear that they were, and then judgment must be entered for the defendant. In other words—plaintiffs were suing the defendant for the guarantee, and claimed eight-five thousand and odd dollars, and the very first thing that the plaintiffs had to prove was, and if they failed to prove it they could not recover in that action, that that sum of money was due from the defendant under the guarantee. What was to be repaid was to be repaid pursuant to the terms of the principal agreement, and in other words, the only thing that the surety guaranteed was to repay something which could be stated to be repayable pursuant to the terms of the principal agreement. He then referred his Lordship to the recitals in exhibit 3. The balance which was due, or had to be returned to the company—that was to the plaintiffs—meant the balance that was due after the complete carrying out of the contract in exhibit 3. The balance due to be returned to the plaintiffs could not be ascertained obviously, on the reasonable interpretation of those words, until the contract under exhibit 3 had been completed, or until exhibit 3 had been carried out. All that had been said to be returned by that recital which was copied from paragraph 10 of the principal agreement, was a certain balance after the completion of that contract. They had not, emphasized learned counsel, contracted that Arndt and Company shall carry out the terms of the agreement in any way.

THE PROPOSED F.M.S. LOAN.

In reply to a *Straits Times* enquiry as to the proposed F.M.S. loan, the Private Secretary to H.E. the Governor states:—The question of a loan is under consideration. The matter has been referred to the Secretary of State and the Government is unable to give any further information at present.

TELEGRAMS.

HOME RULE.

THE PRIME MINISTER'S IMPORTANT STATEMENT.

[Reuter's Service To The "Telegraph."]

(*Continued from Page 1*)

London. Received March 9.

Mr. Asquith, continuing his speech, said:—Both these roads being blocked, they proceeded to explore the third way, which went popularly by the name of exclusion. The objections to exclusion were that they would be starting with an Irish Legislature not fully representative; they would be running the risk of stereotyping traditions inherited from the past, which all hoped, and many believed, the future would soften and in time obliterate. None was more alive than he was to the force of these objections. The Unionists would, of course, get rid of the difficulties of exclusion by a simple denial of Home Rule, and Home Rulers would get rid of them if ready to start Home Rule in an atmosphere of discord and tumult. But it appeared to him that Unionists and Home Rulers alike could find in some form of provisional exclusion a *via media* to a surrender of principle and an application of force. Exclusion could only be put forward, not as a solution, but as an expedient which might pave the way in time to a final settlement.

They then came to the practical question as to how far exclusion could be adopted without violating the principles of either side. They had come to the conclusion that the only practical way was to allow the Ulster counties themselves to determine whether they desired to be excluded. His plan was that any county in the Province of Ulster was to be excluded for a certain period if, on a poll being taken of the Parliamentary electors of a county before the Bill came into operation, a bare majority of votes favoured exclusion. He said the poll would be taken in a county if a requisition were presented signed by one-tenth of the electors. It must be presented within three months of the date of the passing of the Bill, and persons entitled to vote were those entitled to vote at Parliamentary elections. The questions to be put would be:—"Are you in favour of the exclusion of the county from the Government of Ireland Act, 1914, for a period of years; or are you against such exclusion?" The poll would be taken by ballot, similarly to Parliamentary elections. If a poll resulted in favour of exclusion, the county would be automatically excluded for a prescribed period.

In speaking of a county he would include as separate counties the Boroughs of Belfast and Londonderry. He did not believe they could select a more practical area than a county. The Government, after much consideration, thought the period of exclusion should be six years from the first meeting of the Irish Legislature in Dublin.

Sir Edward Carson here interjected:—What happens at the end of six years?

Mr. Asquith replied that they had taken six years to ensure that before the period of exclusion came to an end there should be ample time to test by experience the actual working of the Irish Parliament.

They were sure also that before the period of exclusion ended there should be a certain opportunity for the electors of the United Kingdom to pronounce whether or not exclusion should come to an end—(Cheers).

Mr. Asquith showed by examples that there must be two General Elections before the period of exclusion expired. They believed that was a fair and equitable arrangement—(Cheers).

In reply to a question by Mr. Bonar Law, Mr. Asquith said they could come in after six years unless the Imperial Government otherwise determined. He emphasised the point that the excluded areas during these six years would continue their representation in the House of Comons exactly as though they were not excluded. They should

TELEGRAMS.

HOME RULE.

[Reuter's Service To The "Telegraph."]

London. Received March 9.

continue as far as possible the Administration as it was now, and the Irish Executive would have right of entry into an excluded area, as they ought and and would, in any difficulty regarding police or land purchase, for they were reserved services. Special provisions would have to be made for the remainder. There would be no difficulty about factory and workshop administration, which would continue, as now, under the Home Office. Local government would be dealt with locally by the creation of some Administrative Board, and as regards all their administrative matters the Imperial Minister who under the Bill would remain in the House of Commons to answer for all reserved services regarding the rest of Ireland, would also be responsible for every detail of administration in Ulster.

Sir Edward Carson asked:—Will you say anything about the Judiciary?

Mr. Asquith affirmed that if necessary that could be arranged. They must certainly have somebody who would correspond to the Attorney General in the rest of Ireland and in an excluded area.

County Court Judges presented no difficulty, but as regards Judges of the High Court he was not at all sure that it would be the desire of an excluded area that procedure should cease and nothing be substituted for it. That was a point whereon he was quite ready and indeed anxious to come to agreement.

Turning to the rest of Ireland, when these counties had been excluded, adjustments, both financial and administrative, in the application of the Bill would become necessary, but he would not go into details because it was not on these points that chances of settlement depended. Some amount of financial and administrative adjustment was necessary in every scheme of exclusion, total or partial, permanent or provisional. He would not commit himself to any cut and dried scheme now. If the broad principles could be agreed upon they could afterwards work out the details with something like general co-operation.

He had endeavoured to explain the proposals which he had put forward as the price of peace—(Cheers). No one, he believed, either in Ireland or here, had any love for exclusion for its own sake or upon its own merits. He did not expect the proposals which he had outlined to be received with enthusiasm in any quarter, but he did ask for them deliberate and dispassionate consideration—(Cheers). To Home Rulers, Irish or British, they involved at least a postponement of a complete and symmetrical system of self government. To Unionists they implied necessary and unwelcome acceptance of an Irish Legislature and Executive in Dublin. On the other hand, they would hold for Home Rulers the prospect of an undivided Ireland, brought in time to its full measures of development, as he might hope and believe, not by coercion but by consent; while to Ulstermen they offered an absolutely free choice, with a certainty that their status could not be changed without the assent of the Parliament of the United Kingdom—(Cheers). He saw no road to an agreed settlement wherein the balance of give and take was likely to be more evenly adjusted. If there was one lesson which was more clearly than another taught by the history of the ancient Kingdom of Britain it was that the union of law and liberty had its source, and in moments of supreme urgency had its sanction, in a corporate sense of the common interests and the common responsibilities. There were times wherein they ought all of them to be ready to sacrifice much of prejudice, of prepossession, of solid and deeply-cherished aims and ideals for the paramount good of the whole. If they had been the pioneers of popular Government it was because the British people were keen, tenacious, combative and self-reliant. They had learnt, in the stress of controversy most acute and most apparently irreconcilable, to respect one another and renounce the falsehood of extremes. He concluded by saying:—"This is a testing case; the best traditions of the past, no less than the undisclosed and fateful issues of the future, appeal to us to-day with imperious accents to pursue, if we can, the way of unity and peace"—(Loud Ministerial and Nationalist cheers).

TELEGRAMS.

HOME RULE.

[Reuter's Service To The "Telegraph."]

London. Received March 9.

The Speech Summarised.

In the House of Commons, Mr. Asquith, speaking on the Irish question, said it was proposed that a poll should be taken of the Parliamentary electors of each Ulster county before the Bill became operative, whether there should be exclusion. The electors would be asked:—"Are you in favour of the exclusion of the county for a period of years." If the majority was in favour of exclusion, the county would be automatically excluded. The Government thought the term should be six years from the first meeting of the new Parliament. The excluded counties would continue their representation in the Imperial Parliament, and the Irish Executive would not have control over them. The proposals were the price of peace and he did not expect them to be received with enthusiasm in any quarter.

Sir Edward Carson's Views.

Sir Edward Carson frankly admitted that some advance had been made. He asserted that if the Government would remove the time-limit he would call an Ulster Convention to consider the proposals, but not otherwise.

While Mr. Asquith was making his statement in the House of Commons, Lady Londonderry, as President of the Ulster Womans' Association, in a drawing room in South Kensington, formally accepted a fully equipped Ambulance Corps formed in London for service in Ulster, numbering 150. The Surgeon Commanding, Sir Alfred D. Fripp, late Surgeon in Ordinary to His Majesty King Edward, presided.

SURGICAL INSTRUMENTS.

Presented to the University.

The University of Hongkong has been presented with a valuable set of surgical instruments for teaching purposes by Messrs A. S. Watson & Co., who have thus followed the excellent example set by many of the leading engineering firms in England in equipping the Engineering Faculty with up to date machinery. The Faculty of Medicine have reason to be grateful for this generous gift by a local firm, which will enable the important subject of operative surgery to be taught practically in the University's School of Anatomy.

EXTRADITION CASE.

The extradition case in which a Chinese is applied for by the Chinese Government on a charge of murder at Canton, was continued at the Police Court, this afternoon.

Mr. Kemp, Crown Solicitor, preferred the application and Mr. Davidson, of Messrs Hastings and Hastings, defended.

Garrison Guards.

From the 18th inst., and until further orders, the Garrison Guards will be furnished as under:—Government House Guard—25th Punjabis. Headquarter House Guard—25th Punjabis. New Magazine and Laboratory Guard—8th Rajputs. Night Guard, Kowloon Military Hospital.—126th Baluchistan Infantry.

ESCAPED CONVICTS.

Search for Two Macao Convicts.

The Police of Hongkong are busy looking for two Portuguese convicts who are said to have escaped from Macao Gaol. It appears that about ten days ago while at church, the two men, whose names are given as Rozario and Alves, seized an opportunity which offered itself and managed to effect their escape and are believed to have come to Hongkong. As a result Portuguese officials have come to the colony and the Police of Hongkong are searching for them. Though their whereabouts is at present unknown the police are in possession of certain information which may lead to their apprehension. Photographs have been supplied by the Portuguese authorities to the Hongkong Police.

The men are now supposed to have gone up north, but a draft for money is lying at the local branch of the Bank of Taiwan. Watch is being kept by the police on the bank in the hope that the men will return and claim the draft.

Information which came late to hand this afternoon state that the men have been arrested in Shanghai.

SATURDAY'S REGATTA.

Notes on the Various Events.

The main item of interest in Saturday's Regatta is the Hongkong Challenge Cup, won last year by the Canton Rowing Club by two feet after a very exciting struggle. This year the race is expected to be exceptionally keen. Canton have called upon the services of their old stroke, Imhoof, while the R.H.K.Y. Club crew are considered a good deal better than last year.

In the pairs the Canton Rowing Club, the Victoria Recreation Club and the R.H.K.Y. Club will try conclusions over the course and some hard rowing should be seen.

The entries for the "Nathan" & "Ewo" cups are disappointing, but the crews are very level and there should not be much between them.

In the men's gigs one will see for the first time a contest between Navy and Army in a similar class of boats under service conditions, and a considerable amount of interest is being evinced. The partisans of each boat may be expected to lend their encouragement from the slopes of the bathing beach at North Point. For the service races entries may be made up to one hour before the race, so it is impossible to say how many boats may start.

The Ladies Race is a short event that is sure to produce considerable interest, and it is hoped to be the precursor of other similar items in future programmes.

The Commodore and members of the Club will be "At Home" to their friends at the Club House after the start of the programme, which is timed for 2 p.m., and it is hoped that as many as possible will visit them and help to make the afternoon a success. A Band will be in attendance during the afternoon and tea will be provided on the lawn. During the evening the members will entertain the Canton crew at a dinner to be held at the Club House, which will be followed by a smoking concert.

MANSLAUGHTER CHARGE.

At the Police Court, this afternoon Chung Kwai was charged with the manslaughter of Man Wai at Sa-lo-wai on February 18.

Mr. J.H. Gardiner defended, Sergeant Willis having the case in hand.

It was alleged that deceased was committing a robbery and was arrested by an elder and whilst he was tied up waiting for the police it is further alleged that the defendant assaulted deceased causing his death.

The case was proceeding as we went to press.

THE HONGKONG TELEGRAPH.

EXTRA

HONGKONG, TUESDAY, MARCH 10, 1914.

INTERNATIONAL INTRIGUES IN CHINESE RAILWAYS.

Belgium, French, and Russia Railway Policies in China.

[The article which follows is taken from the *Far Eastern Review*. It will be read with interest only for the wealth of information it contains but also as an example of enterprising journalism. Our readers cannot fail to appreciate the immense amount of labour and research which must have been entailed in the collection of the facts here given. In the two previous issues the "Pukow-Hankow concession and "the Canton-Hankow railway intrigue" were discussed among other matters.]

Belgian Representation in Peking.

When the Lung-Tsing-U-Hai Loan Agreement was signed by M. de Vos, on behalf of the Cie Generale de Chemins de Fer et de Tramways en Chine, he was particular to state in the agreement that the syndicate was domiciled in Brussells. But there is the evidence of the French Yellow Book that the company is controlled in Paris, and we know that at the time the document was signed, M. de Vos was the head of the Belgian syndicate in the official Russian Group. When the Russians were admitted into the Sextuple Group, and the Agent of the Russo-Asiatic Bank in Peking assumed the leadership of his national organization, the old concern appointed M. de Vos as the representative in Peking of the Sino-Belgian Bank, a subsidiary of the great Societe Generale de Belgique.

During the negotiations for the Lung-Tsing-U-Hai railway loan M. de Vos received the active support and assistance of the Belgian Consul-General at Tientsin, M. Disiere, and it is significant that after the loan was signed, the Belgian syndicate, again following the example already created, selected him for the important position of its representative in China, and M. Desiere now has his office with M. de Vos in the Sino-Belgian Bank, Peking. Of course this precedent had been set by other countries, who had elevated men from the consular and diplomatic service to represent their national financial institutions in China, as witnessed in the case of Mr. S. F. Mayers, formerly of the British and Chinese Corporation; Mr. Whillard Straight who left the American Consular service to serve his country through the management of the American Group; Herr Cordes, a graduate from the German consular service, and others. The fact remains, however, that these men were selected for their special knowledge of the political situation in China and their intimacy with the officials rather than for their previous experience as financiers.

The Tatung-Chengtu Line

M. de Vos did not rest with his success in the Lung-Tsing-U-Hai loan. His work was only half completed and he had still to secure another line, which would obviously be the other great link for the furtherance of Russia's original dream. He had to work quickly and quietly as President Yuan Shih-kai had confided to Dr Sun Yat-sen the right to finance and construct the future railways of China. But M. de Vos never consulted Dr. Sun at Shanghai. He remained at Peking and kept quietly at work negotiating with the Peking authorities, whom he knew and understood. The result was that on the 4th of August, last year, he was able to cable to Europe that he had at last secured the concession for the line from Tatungfu in Shansi, near the Mongolian frontier, through Sianfu to Chengtu, the capital of the province of Szechuan. The Tatung-Cheng line the Chinese have called it. It means in Chinese the "Great Achievement," a phrase possessed of considerable irony when regarded from the Russian point of view.

The "Great Achievement" was signed by M. de. Vos on behalf of the Societe Generale de Belgique, the important Belgian financial institution which is allied with the greater Societe Generale of Paris. There can be no doubt of its financial strength, and its position as the leading Belgian Bank, but when we again scan the names of the Banks composing the Official Russian Group, we find the name of the Societe Generale de Belgique, with its subsidiaries the Sino-Belgian Bank and the Banque d'Outremer.

If the Societe Generale de Belgique is a purely Belgian enterprise, what is its name doing in the Official Russian Group? It is well known that the Societe Generale de Paris is largely interested in the Belgian concern of the same name, and if their interest is in the same proportion as similar combinations, and if the Russians have also a share in the loan, it would appear that the legitimate Belgian interest in the "Great Achievement" is again not what we are led to suppose.

The Chinese, perforce, were elated in the belief that they had outwitted the official Banks and brought about the crowning consummation of years of struggle against the financial monopoly. They have secured more and more liberal terms from the Belgians, and the Managing Directors appointed under the loan agreements have absolute power. They can construct the lines almost as they wish. The Belgians, it seems, have been unable to find a proper Engineer-in-Chief for the Lung-Tsing-U-Hai line and the work is progressing under the direction of assistants appointed by the Managing Director. They have brought about the "Great Achievement," and for a time they feel well satisfied with their work.

But the day of reckoning will come. It is coming. And the Chinese officials now in power are beginning to see it. The hand of Russia is as unmistakably shown in the Tatung-Chengtu Agreement, as it is in the absorption of Mongolia and the present struggle for the control of the Inner Strip.

As China is gradually forced to concede Inner Mongolia to the warlike tribes from the North, and the Inner territory comes under the influence of the so-called independent Mongolian Government, Russia will be seen reaching out to reap the reward of her diplomacy, and the Cossack will pace the Great Wall of China as the outpost of her new frontier.

In the hope of doing something to stave off this calamity, which the present rulers of China appear now to recognise as impending, a Presidential Mandate was issued on January 8 throwing Kalgan, Kweihwachang, Dolonor, Chihfeng, Taonanfu and Lungkow open to foreign trade. It is almost a forlorn hope that the merchants of other nations will be attracted there in sufficient numbers to offset the march southwards of Russia. Russia will persevere, and when the time comes, and the long talked of line from Urga to Kalgan of Kweihwacheng is finally built, Russia will find a ready-made connecting link with Peking via Kalgan and across western China from Tatung, whereby she may join hand with her ally in Yunnan; and no Power or combination of Powers in the world can say them nay.

Internationalisation Of The Yangtsze Valley.

In the preceding columns the unfolding of Russia's designs on China through the agency of the Belgian element in the Russian Financial Group was fully described. Only one more link now remained to be forged to realize the great dream of Russia for a through trunk line from the North of China to the South in Indo-China. The French railway from Haiphong, the French port of Indo-China now terminates at Yunnanfu, the capital of the rich Province of Yunnan, and the right to bridge a gap of a few hundred miles between Yunnanfu and Chungking, or Chengtu, the capitol of Szechuan, had alone to be secured to permit plans being made for the final consummation of the magnificent scheme. Russia was debarred from openly competing because of her understanding with Britain in the Scott-Muravieff treaty, and Belgium had already done all that she could safely do without arousing suspicion, so the task of completing the scheme of the Allies now devolved upon France, with her powerful financial and political prestige to insure success.

To appreciate fully the actual situation, we must again return to 1898 during the fierce "Battle of Concessions" waged for the control of China through the medium of railways. Great Britain's open policy was to obtain control of the great Yangtze Valley and the trade routes converging on Hongkong by the way of Canton. To secure this advantage the British obtained from China the concessions for the short lines radiating from Shanghai and Canton, and cemented their hold upon these sections. The Shanghai-Nanking and Tientsin-Yangtsze (Pukow) and Canton-Kowloon concessions were thus secured for British interests. The latter furthermore hoped to control the Yangtze Valley by railways from Shanghai being continued to envelop the valley to the westward through the principal cities and towns along the northern and southern limits. The idea was thus conceived of extending the Shanghai-Nanking line westwards from Nanking, or rather from Pukow on the opposite bank of the Yangtsze river, to an indefinte point on the line of the then projected Peking-Hankow railway at Sinyang; thus enclosing the northern half of the valley, while it was hoped to proceed from Shanghai, by way of Hangchow, westwards to Nanchang and Changsha, to encircle the southern portion. The scheme provided for the ultimate extension of the Northern—Pukow-Sinyang—line westwards to Chengtu, the capital of the immensely rich and populous province of Szechuan.

The opportunity for demanding these last two concessions soon presented itself. As already referred to, Great Britain's interest demanded that Russia should not invade the Yangtsze Valley, and at all hazards she should defeat any project which would supply the means for Russia on the North to make a union by a line from Peking with her ally on the South. Russia was striving hard through her Belgian agents to obtain control of such a trunk railway, while the British Government was as zealously doing its utmost to defeat the scheme, but, as noted, the Belgians gained the day. The Chinese were hoodwinked and the contract for the Peking-Hankow line went to Belgium after a solemn assurance from the Chinese Government to the then British Minister that no concession admitting Russian participation would receive the Imperial sanction.

The British Government demanded immediate compensation for the slight and affront to its dignity, and China had to concede the rights for the Shanghai-Hangchow-Ningpo and the Pukow-Sinyang Railways as the penalty.

Birth of the British and Chinese Corporation, Ltd.

As a direct result of the situation arising from the keen struggle for railway concessions in 1898 to strengthen the political hold of the European Powers on China, the organization of a purely British Company became essential to get as the official instrument for the execution of the concessions extracted from the Chinese Government. Previous to 1898 no serious attempt had been made by the European Powers to secure railway or industrial concessions in China as purely national undertakings in pursuit of political designs, but the unblushing sale of the country's rights to Russia by Li Hung-chang, compelled the other nations to enter the field to protect their own interests.

The leading British financial institution in China (The Hongkong and Shanghai Banking Corporation), having on its Board of Directors the principal partners of the great German trading firms, had up to this time been operating under an agreement* with the official German Banking Syndicate for mutual participation in administrative and railway loans to China. With the sudden change in the situation caused by the Russian advance, and the creation of the "spheres of influence," combined with the keen struggle for railway concessions to develop and strengthen the special interests of the various Powers in their respective spheres, came the urgent demand for the organization of purely national institutions to execute in the respective spheres.

The Hongkong and Shanghai Banking Corporation foreseeing the great advantages and profits to be derived as the representative British organization for the railway development of British policy, terminated their working arrangement with the strong official German Syndicate, and on April 4, 1898, addressed a notet to the British Foreign Office to the following effect:—

31 Lombard Street, London, April 4, 1898.

Sir:—

I have the honour to acquaint you that the arrangement under which this bank hitherto worked with the German Syndicate for the construction of railways in China has been terminated by mutual consent. It is now agreed that the German Syndicate and ourselves shall each work separately.

I may here mention that the German Syndicate, always a powerful combination, has of late consolidated its position very much, and now includes all houses of any importance in Germany. It also enjoys the confidence of and receives the support of the German Government.

In order that British interests may be fully represented, and that we shall be in a better position to cope with the powerful combination now opposed to us in China, the bank has decided to form a strong representative and influential syndicate to deal with the railway construction in China.

The proposed line between Shanghai, Soochow and Nanking will, in the first place, engage our special attention. The line will run through one of the richest and most populous districts in China. It will help to open up the country, and as the line is sure to prove remunerative, it will also stimulate similar enterprises in other directions greatly to the advantage of British trade.

As it is of the utmost importance that the Shanghai-Nanking line should be secured by England. I at once arranged with the well known house, Messrs. Jardine, Matheson & Co., China, who had already been approached by the Chinese on the subject, to enter into negotiations of the railway.

The formation of our Syndicate will occupy a little time, but immediately after Easter I hope to have the honour of submitting to you the names of the members composing the Syndicate and all other details, which I think will satisfy you as to the representative nature of the combination.

In the meantime, I trust the explanation I have given will warrant you in giving the necessary instructions to Sir Claude MacDonald to give Messrs. Jardine, Matheson & Co. and the bank such support as they may require.

I have, etc.
(Signed) Ewen Cameron.

The Claim for Official Honours.

It is clearly evident from the above communication, that the Hongkong and Shanghai Banking Corporation, and the commercial concern of Jardine, Matheson & Co., combined to organize the representative British Corporation, and solicited the support of the British Government on the strength of its purely British character. As the first step to assuring this official support, the Bank was compelled to terminate its working arrangement with the official German Syndicate, to enable it to enter the field free from an alliance which would have been instantly challenged by other legitimate British concerns.

The British Government, as a result of the above assurances, evidently gave its undivided support to the proposed Corporation as the exclusive financial instrument for the execution of of all railway and other concessions extracted from China under diplomatic pressure. The main fact that is clearly established by the above letter, is that the British Corporation was compelled to free itself from its association from the official German Syndicate, before it could consistently assume the responsible position as the trustee for British interests. In view of the subsequent actions of the British Corporation once it had the monopoly of support from its Government, it is curious to understand how any distinction was made as between an alliance with the official German Group and the official French Group.

The severance of relations with the official German Syndicate to secure the official recognition, and the subsequent alliance with the French and Belgians with the full knowledge and support of the British Government, can only be construed as deliberate to eliminate German from any association in the construction of railways in China. But something of what was refused to Germany was cordially handed over to France and Belgium, as will be seen later.

The result of the letter of the Manager of the Hongkong and Shanghai Banking Corporation to the British and Chinese Corporation, Ltd.,† and to this new combination was entrusted the honour of safeguarding and protecting the interests of Great Britain and of securing to British manufacturers the tangible fruits of the Government's diplomatic victories.

The organization being a purely commercial one, and as neither the Bank nor the Commercial firm had any previous experience in railway construction, the usual official departmental system of construction was adopted, as by that means the Corporation could derive a legitimate and continuous profit by acting as the Purchasing Agents in connection with the loans for all materials purchase abroad. Like its protoype, the Crown Agents for the Colonies, in England, it confined its activities to appointing engineers to build the lines, and to supervising the purchase and shipment of materials.

Squeezing out Independent Interests.

With all the concessions secured from China, through the pressure of the British Government duly handed over to its charge for execution, the British and Chinese Corporation thus became the official railway organization of its Government in China. With full confidence in its ability to build the lines creditably, and with absolute faith in its patriotism and loyalty to British interests, the British Government extended to the new combination a monopoly of its official support, and discouraged all competition by other responsible British railway builders.

From time to time other British railway constructors endeavoured to secure a footing in China, but were compelled to retire after severe financial losses, and leave the field to the undisputed control of the official commercial organisation. Although reputable British contractors who have successfully constructed thousands of miles of railways in other parts of the world, have at various times offered to build railways for the Chinese Government at lump sum contract prices 25 to 33 per cent. under the prevailing costs of departmentally built lines, they have been systematically opposed and driven from the field. The Chinese Government, who had to pay the bills, and who would have profited by having its railways constructed more economically and expeditiously, was forced to sit still and meekly acquiesce in the system. The British and Chinese Corporation, however, once it secured the official concessions, commenced to consolidate its hold on the railway field in China and to eliminate all competition.

Notwithstanding the fact that these railway concessions were given to the British Government as purely British lines, and that the British Government entrusted it national interests to the British and Chinese Corporation it is on record that on February 1, 1899, the Corporation entered into an agreement with the American-China Development Company, who, at that time, held the concession for the construction for the Canton-Hankow railway, in which the British and Chinese Corporation agreed to give the American a certain participation in the concession for the Cantan-Kowloon railway in exchange for a similar participation in the Canton-Hankow line, and, further-more, the parties agreed to offer to each other a participation of one-half interest in any business thereafter obtained in the Empire of China.

Although this agreement is no longer in force, yet it constituted a precedent which at that time received the sanction of the British Government, and which the British and Chinese Corporation has extended to cover the other concessions entrusted to its care.

In the original concession granted to the Pekin Syndicate, Limited, it was given certain railway rights from the mines in Honen to the nearest navigable water, and the question arose of constructing a railway from the mines to Pukow, on the Yangtsze. The rights of the Pekin Syndicate thus conflicted with the concessions granted to the British and Chinese Corporation (Tientsin-Pukow, and Sinyang-Pukow lines) which had the port of Pukow as their base.

Creation of the Chinese Central Railway, Ltd.

To avoid conflict and competition the two companies amalgamated their railway rights north of the Yangtsze river under the style of the Chinese Central Railways, Limited†, in the organisation of which the British and Chinese Corporation secured the controlling interest. As subsequent events have disclosed the official British Corporation made their first mis-step by this malgamation, for although the Pekin Syndicate, Limited, is registered as a British Company, a large percentage of its shares are held in France and Belgium, carrying representation on the Board of Directors.

(To be Continued To-morrow.)

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*British and German Agreement re. Railway Construction in China.—Minutes of Meeting held at New Court, St. Swithen's Lane, London, on the 1st and 2nd September, 1898.

Present:—Representing the German Syndicate—M.A. von Hansemann. Representing the British and Chinese Corporation, Ltd.—Mr. W. Keswick. Representing the Hongkong and Shanghai Banking Corporation—Mr. Ewen Cameron, Mr. Julius Brussel.

M. von Hansemann proposed the following:—"It is desirable for the British and German Governments to agree about the sphere of interest of the two countries regarding the railway constructions in China, and to mutually support the interest of either country." This proposal was agreed to.

The following proposal of M. von Hansemann regarding the British and German spheres of interest for applications for Railway Concessions in China, viz.

"1.—British sphere of interest, viz.—The Yangtsze Valley, subject to the connection of the Shantung lines to the Yangtsze at Chinkiang; the provinces south of the Yangtsze; the province of Shansi with connection to the Peking-Hankow line at a point south of Chengting and a connecting line to the Yangtsze Valley, crossing the Hoangho Valley.

"2—German sphere of interest, viz.—"The province of Shantung and the Hoangho Valley with connection to Tientsin and Chengting, or other point of the Peking-Hankow line, in the south with connection to the Yangtsze at Chinkiang or Nanking. The Hoangho Valley is understood to be subject to the connecting lines in Shansi forming part of the British sphere of interest, and to the connecting line to the Yangtsze Valley, also belonging to the said sphere of interest."

Was agreed to with the following alterations, viz.—"The line from Tientsin to Tsinan or another point of the northern frontier of the Province of Shantung, and the line from the southern point of the province of Shantung to Chinkiang to be constructed by the Anglo-German Syndicate (meaning the German Syndicate on the one part, and the Hongkong and Shanghai Banking Corporation and the British and Chinese Corporation, Limited, on the other part in the following manner, viz.—

"1—The capital for both lines to be raised jointly.

"2—The line from Tientsin or to Tsinan or another point on the northern frontier of the Province of Shantung to be built and equipped and worked by the German group.

"3—The line from the southern point of province of Shantung to Chinkiang to be built and equipped and worked by the English Group.

"4—On completion the lines to be worked for joint account. So far the minutes of the proceedings of the meetings, and it is further agreed upon that neither the German Group nor the English Group will be bound to construct the lines assigned to their sphere unless the Shantung lines be constructed simultaneously.

Signed London, September 2, 1898.

Approved of and signed by A. Von Hansemann, W. Keswick, Ewen Cameron, Julius Brussel.

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*The British and Chinese Corporation was registered on May 24, 1898, to carry on in China or elsewhere the business of contractors for public works, etc. The authorised capital is £250,000 in shares of £100 all of which has been subscribed, and £125,000 or £50 per share, called up. The accounts are made up annually to June 30, and submitted in November.

†The agreement appears in the British Parliamentary 'Bluebook, China, No. 1 (1899, page 325.)

$1,000 CLAIM

An Alleged Breach of Contract.

In the Summary Court, this morning, Mr. Justice Gompertz was again concerned with the case in which Harry Wicking and Company sued the Lee Hing firm and Li On a partner therein for the sum of $1,000, for damages for breach of contract to accept and to pay for seventeen cases of umbrella ribs and seventeen cases of umbrella handles sold to the defendants by the plaintiffs on August 12, 1911, with some other goods.

The case had been adjourned for evidence to be procured as to the commercial meaning of the term "if possible" which appeared in the contract.

Mr. Willson, of Messrs Stephens and Willson, appeared for the plaintiffs, and Mr. R. C. Faithfull appeared for the defendants.

His Lordship asked if the gentleman alluded to as the taipan was present?

Mr. Willson said Mr. Hughes was there and would give the possible meaning and effect of the words "if possible."

John Owen Hughes said he was a member of the plaintiff firm and he had been in business in Hongkong for fourteen years. The words "if possible" were used in mercantile contracts in the Colony; plaintiffs put them in. The reason why they were put in was that the order was originally given in August, but the price offered for the goods was not acceptable. The amount was considerably less than the one he eventually accepted the goods at. The goods were accepted in November at the higher price. When the contract was signed there was no security that the goods could be got. Had the goods been accepted in August in the ordinary course, manufacturers had a fairly reasonable time to commence shipment in January, but even at that time cases might arise and often did arise, whereby the manufacturer or agents although they paid every attention to the order could not get the steamship companies to accept the goods. That frequently happened.

His Lordship :—Therefore "if possible" is put in?

Witness :—That is so.

Continuing, witness said he did not guarantee that those goods would be shipped on those dates.

His Lordship :—Your contract was as principal; you were not agents?

Witness :—Yes, my Lord, as principal.

Mr. Willson asked his Lordship if there were any more points he could like evidence on?

His Lordship said he would like to know something about "cash payment."

Mr. Willson :—The expression ninety days sight appears in this contract—what is the meaning of that?

Witness said it generally meant they had given their agents instructions to ship the goods and draw on ninety days sight.

Mr. Wilson :—Does that effect the payment by the defendant in any way?

Witness :—No, except that he is expected to take up the goods before the bill matures.

Mr. Faithfull :—Can you name me a single European firm that uses those words in Hongkong?

Witness :—For the fourteen years I have been here, I have been in my own firm.

That is not my question. Have you ever heard in conversation or seen a contract of any other firm where the words "if possible" are in the contract?—I have heard it.

What you have heard is not evidence. (laughter).

His Lordship :—That is the question you asked him.

Mr. Faithfull :—Well I mean has he known?

Witness :—Yes, I have known.

Do you know there are no words in Chinese which really signify, the words "if possible"?

His Lordship :—I don't think that makes any difference; it is an English contract with the words "if possible" in.

His Lordship reserved judgment.

SPECIAL CABLES.

THE SHANGHAI COLLISION.

THE ORIENTAL SLIGHTLY DAMAGED.

(*Special Pacific Service to the Telegraph—Reuter*).

Shanghai, Received March 10.

The P. and O. steamer Oriental, from Japan, collided with the Japanese steamer Hokusei Maru, from Chinawangtao, yesterday, and the latter sank.

The Oriental's bows were slightly damaged. Both vessels were proceeding up the Hwangpoo at the time of the accident.

THE AMOY TROUBLE.

THE DIPLOMATS AND THE MIXED COURT.

Shanghai, Received March 10.

It is understood that the Diplomatic Corps at Peking have instructed the Consular representatives at Amoy to hand over the Mixed Court to the Chinese authorities, and the latter are requested to appoint an efficient magistrate.

The persons arrested in the recent trouble there will be tried by a special Mixed Commission.

BILLIARDS.

Second Round of the Soldiers Club Tournament.

Yesterday evening at the Soldiers Club games in the second match in the competition for the Soldiers Club Billiards Competition, the A.S.C. v. D.C.L.I. were played as the result of which the D.C.L.I. who are much fancied as possible winners of the competition stand 169 points ahead of their opponents, in the second game. Bandmaster Roberts, who beat C.Q.M.S. Sainsbury rather easily, put up the highest break so far, his total being a handsome 44. Other good breaks of the evening were Sergt Page D.C.L.I. 24 and 21, and Capt Watson A.S.C. 17.

The scores were as follow :—

D.C.L.I.	
Sergt Page ...	... 250
Bandmaster Roberts	... 250
A.S.C.	
Capt Watson ...	... 203
C.Q.M.S. Sainsbury	... 124

POOR JOSEPH.

Sent Back to His Brethren.

At the Police Court, this morning Joseph Calligan was charged with failing to return to the house of detention after being permitted out for the purpose of finding employment. Defendant said he had found employment and produced a note from the employer in proof of his submission. He was ordered back to the house.

RIFLE SHOOTING

Dockyard Defeat Taikoo.

On Saturday afternoon at the Quarry Bay rifle range the Taikoo Rifle Club were at home to H. M. Dockyard. The weather was not all that it might have been for good shooting for bad light and a fine drizzle were active factors against good scoring However the Dockyard managed to more than hold their own at each of the three distances and won the match by 36 points The scores are as follow :—

Dockyard.	No.	500	600	Tl.
Mr. Elson	...30	31	31	92
Mr. Cousins	...30	34	28	92
Mr. Connors	...26	32	33	91
Mr. Brock	...30	31	28	89
Mr. Brown	...20	29	30	88
Mr. Stewart	...32	27	28	87
Mr. Gregory	...30	30	27	87
Mr. Hearl	..28	31	27	86
	235	245	232	712
Taikoo.				
Mr. Heath	31	32	27	90
Mr. Brodie	25	33	31	89
Mr. Scott	29	31	29	89
Mr. Grimshaw	29	29	30	88
Mr. Danby	30	33	25	88
Mr. Lyle	30	28	24	82
Mr. Simpson	30	25	23	78
Mr. Bassford	30	29	13	72
	234	240	202	676

RUBBER AT LLOYD'S.

The floor of the underwriting rooms at Lloyd's is now being covered with a composition of rubber which is guaranteed to last a period of twenty years, says the *Times*. "The material is effectively designed to have the appearance of large paving-stones, but, unlike paving-stones it scarcely resounds to the incessant tramping and shuffling of feet. The use of the fabric is a result of the lower prices at which rubber has lately been sold. The traffic along the passages in the underwriting rooms all day is very great, and therefore underwriters much appreciate a 'quiet' floor."

MOTHER SANTA CLAUS.

Mrs. Pattie Lyle Collins, 65 years old, the expert decipherer of the dead letter office, was run down and killed by a motor car, says the *Commoner*. Because of her special work in handling Christmas mail with incorrect addresses Mrs. Collins was known in the post office department as 'Mother Santa Claus.' She had also been called 'the blind reader' from her ability to ascertain the correct destination of letters and packages incorrectly or illegibly addressed. She was a native of Mississippi and had been in the government service since 1870.

GIGANTIC "TUBE."

To Join Sweden and Denmark.

Swedish and Danish engineers have entered into negotiations with the Swedish Government for the construction of a submarine tunnel between Sweden and Denmark, says the Copenhagen correspondent of the *Berliner Tag-blatt*. The tunnel will begin near Copenhagen, and will end at Malmo. A station will be provided half-way on the island of Saltholm.

The cost of the proposed enterprise is estimated at about £5,486,000.

Peak School Surplus

The Hon. Treasurer of the Ladies' Benevolent Society has received $26.83 from Mrs. Tisdall, being the surplus money from the Peak School, which was dish at her house.

LATEST SHIPPING NEWS.

MOVEMENTS OF STEAMERS.

The C. P. R. s.s. EMPRESS OF INDIA left Vancouver on the 7th instant, a.m.

The I. G. M. s.s. DERFFLINGER which left here on the 3rd instant, arrived at Singapore on the 9th instant, at 4 p.m.

The H. A. L. s.s. SENEGAMBIA left Dairen on the 9th instant, a.m. and may be expected here on or about the 14th instant, a.m.

The P. M. s.s. NILE sailed from Yokohama for Hongkong, via Manila, on the 8th instant. The United States mail has been transferred to the North German Lloyd's s.s. KLEIST which is scheduled to arrive at Hongkong on the 17th inst.

DAIRY FARM NEWS.

FISH.

FRESH SIBERIAN SALMON,

SELECTED

KIPPERS,
HADDOCKS,
FILLETS.

TURKISH CIGARETTES

OF HIGH QUALITY

MAHALLA No: 1
SPECIALS No: 1
SPECIALS No: 2

MANUFACTURERS:

M. Weinberg & Co., London W.

SOLE AGENTS,

KRUSE AND CO.

To-day's Advertisements

CANTON KOWLOON RAILWAY.

Important Additions and Alterations to Train Service.

Night Express Trains to and from Canton.

1. The Public is hereby notified that commencing on 16th, March 1914 and until further notice a night train service will be inaugurated between Canton and Kowloon and vice versa.

The Down train will leave Canton at 7.15 p.m. and arrive Kowloon at 11.25 p.m.

The Up train will leave Kowloon at 12.45 a.m. calling on request at Taipo at 1.15 a.m. and arriving Canton at 5 a.m. Special Reduced Fares including Star Ferry across the Harbour.

2. About this date on the Fanlin-Sha Tau Kok branch line the coaches at present in use will be withdrawn and replaced by new Rolling Stock. First and Third class accommodations will be provided. For the convenience of Excursionists and others Special Cheap Return Tickets will be issued to Sha Tau Kok from Hongkong and Kowloon at the following reduced rates :— 1st Return $2.10; 2nd Return (1st class on branch line) $1.50; 3rd Return $0.90.

3. Important Alterations in the local train service will also come into force, for further particulars see Timetables which may be had on application at all stations and at the Head Offices Kowloon and Canton.

By Order,
H. P. WINSLOW,
Manager.
British Section,
Kowloon Canton Railway.
By Order,
THE ADMINISTRATION,
Chinese Section,
Canton Kowloon Railway.

LUZON SUGAR REFINING CO., LTD.

NOTICE.

THE Thirty-Second Ordinary Annual Meeting of the Shareholders of the above Company will be held at the Offices of the General Agents, Pedder's Street, on MONDAY, the 30th March at 11.15 a.m., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December 1913.

The Transfer Books of the Company will be CLOSED from the 17th to 30th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd.
General Agents.
Hongkong, 10th March, 1914.

CHINA SUGAR REFINING CO, LTD.

NOTICE.

THE Thirty-Sixth Ordinary Annual Meeting of the Shareholders of the above Company will be held at the Offices of the General Agents, Pedder's Street, on MONDAY, the 30th March at 11 a.m. for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December 1913.

The Transfer Books of the Company will be CLOSED from the 17th to 30th March, both days inclusive.

JARDINE, MATHESON AND CO., LTD.,
General Agents,
Hongkong, 10th March, 1914.

COMPAGNIE DES MASSAGERIES MARITIMES.

NOTICE TO CONSIGNEES

s.s. "AMAZONE"

Consignees of Cargo from London ex. s.s. "MEDOC" and "BOSPHORE."

Consignees of Cargo from Havre ex. s.s. "BOSPHORE"

Consignees of Cargo from Bordeaux ex. s.s. "VILLE DE LORIENT."

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and or extra hazardous Godowns of the Hongkong Kowloon Wharf & Godown Co., Ltd, at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remained unclaimed after 16th inst., at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 19th inst. or they will not be recognized.

All damaged packages will be examined on 16th instant at 10 a.m.

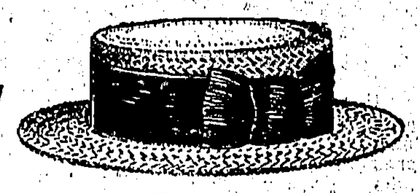
No Fire Insurance has been effected.

S. C. DE BUSSIERRE,
Acting Agent.
Hongkong, 9th Mar., 1914. (1174

HENRY HEATH'S HATS

LATES SHAPES

In STRAW HATS



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MACKINTOSH

& CO., LTD.
"MEN'S WEAR SPECIALISTS."
16, DES VŒUX ROAD.

WM. POWELL, LTD.

HAVE IN THEIR
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AN
EXCELLENT SELECTION
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NEW MATERIALS,
FOR THE PRESENT AND COMING SEASON.
ALWAYS MODERATE FOR THE BEST.

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JEWELLERS, WATCHMAKER, OPTICIANS.
LARGE SELECTION OF
WRIST WATCHES
FOR LADIES & GENTLEMEN.
Prices Right
ALL WATCHES SOLD BY US ARE FULLY GUARANTEED.
J. ULLMANN & CO. Corner of Flowery Street.

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ANDERSON MUSIC CO., LTD.

THE GREAT | "ALLISON" | ENGLISH PIANO.

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HIGH CLASS INSTRUMENT
AT THE
PRICE OF A CHEAP ONE.
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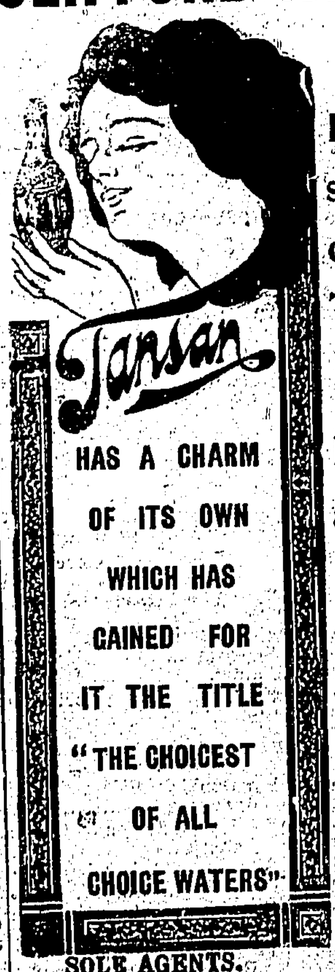
CLIFFORD WILKINSON'S



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Many Serious Illnesses will be avoided if you drink

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As no Impurities can get to Tansan.

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Shipping

CANADIAN PACIFIC ROYAL MAIL.

STEAMSHIP LINE.

From Hongkong		From Quebec	
Empress of Russia	19th Mar.	Allan Line	11th April.
Empress of India	2nd April.	—	29th April.
Monteagle	8th April.	—	—

All Steamships leave Hongkong at noon.

The "EMPRESS OF RUSSIA," and "EMPRESS OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPRESS OF RUSSIA" "EMPRESS OF ASIA," via Optional Atlantic Port, £71.10.

"EMPRESS OF INDIA," "EMPRESS OF JAPAN," via Optional Atlantic Port £65

"MONTEAGLE", Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

SPECIAL RATES (First Class only.) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc, etc.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co, or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.
Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between
CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS

EASTWARD.

S.S. "A. Apcar," 4,450 tons, Capt. Walker, will be despatched for SHANGHAI, NAGASAKI, KOBE & MOJI on 18th Mar.

S.S. "Thongwa," 6,298 tons, Capt. Robins, will be despatched for YOKOHAMA, KOBE & MOJI on 26th Mar.

WESTWARD.

S.S. "C. Apcar," 4,600 tons, Capt. Drake, will be despatched for SINGAPORE, PENANG & CALCUTTA on 14th Mar.

S.S. "Japan," 4,013 tons, Capt. Seddon, will be despatched as above on 25th Mar.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to,

DAVID SASSOON & CO., LTD.
Hongkong, Mar. 9th, 1914. Agents.

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents, Bankers, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG. SHANGHAI: 2-3, Foochow Road. YOKOHAMA: 32, Water Street. MANILA: Manila Hotel.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
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HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE,

Regurar Sailings from JAPAN, CHINA and PHILIPPINES via STRAITS and COLOMBO,

TO

Marseilles, Havre, Bremen and Hamburg and New York.

And from Manila, Hongkong and Japan to Vancouver (B.C.) and Portland (Or.)

Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste Lisbon, Oporto, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:

Suedmark	18th Mar.	Wuerttemberg	1st May.
Brisgavia	1st Apr.	Segovia	11th May.
Uckermark	5th Apr.	Emden	21st May.
Hoerde	14th Apr.	Frisia	29th May.
Sambia	25th Apr.		

HOMEWARD.

For M'les, Havre, & H'burg;
Bermuda ..... 10th Mar.
For Havre, Emden, & Hamburg;
Spezia ..... 14th Mar.
For Bremen, H'burg & Antwerp:
Senegambia ... 15th Mar.
For M'les, R'dam & Hamburg;
Sachsen ..... 27th Mar.
For Havre & H'burg;
Scandia ..... 28th Mar.
For Dunkirk, R'dam & H'burg;
Aragonia ..... 3rd April.
For Havre Emden & Hamburg;
Assyria ..... 4th April.
For Havre & Hamburg;
Alesia ..... 8th April.
For Havre, Bremen & H'burg;
Bayern ..... 23rd April.
For Havre & Hamburg;
Brisgavia ..... 6th May.

For Further Particulars, apply to—

Hamburg-Amerika Linie
Hongkong Office.

Shipping

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

Destination.	Steamers.		Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Malacca, Penang, Colombo, Suez, & Port Said.....	Hirano Maru Capt. Fraser	T. 16,000	WEDNES., 11th Mar. at 10 a.m.
	Katori Maru Capt. Murai	T. 20,000	WEDNES., 25th Mar. at 10 a.m.
VICTORIA, B.C., and SEATTLE Shanghai, via Moji, Kobe, Yokkaichi, and Yokohama	Sado Maru Capt. Asakawa	T. 12,500	TUESDAY, 10th Mar. at noon.
	Yokohama Maru Capt. Wada	T. 20,000	TUES., 24th Mar., at noon.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	Kumano Maru Capt. K. Soyeda	T. 9,300	WEDNES., 11th Mar. at noon.
	Tango Maru Capt. T. Sekine	T. 13,500	WEDNES., 8th Apr, at noon.
CALCUTTA via S'pore, Penang & Rangoon	Hakata Maru Capt. H. Nomura	T. 12,500	THURSDAY, 19th Mar.
BOMBAY via Singapore and Colombo.			
KOBE & Yokohama	Kashima Maru Capt. M. Yagi	T. 20,000	TUESDAY, 10th Mar. at 3 p.m.
NAGASAKI, Kobe & Yokohama	Tango Maru Capt. Sekine	T. 13,500	WED., 11th Mar. at 11 a.m.
SHANGHAI, Moji and Kobe	Penang Maru Capt. Murazumi	T. 12,000	THURSDAY, 12th Mar.
SHANGHAI, Moji, Kobe & Yokohama ‡Cargo only.	Kanagawa Maru Capt. Machida	T. 12,500	SUNDAY, 15th Mar.

§ Fitted with new system of wireless telegraphy.

PASSENGER SEASON 1914

FOR EUROPE.

Hirano Maru	16000	tons	sails Wednesday	11th	March
Katori "	20000	"	" "	25th	"
Kamo "	16000	"	" "	8th	April.
Kashima "	20000	"	" "	22nd	"

FOR AMERICA.

Aki Maru	12500	tons	sails Tuesday	24th	January.
Sado "	12500	"	" "	10th	March
Yokohama "	12500	"	" "	24th	"
Awa "	12500	"	" "	7th	April.
Shidzuoka "	12500	"	" "	21st	"

For further information apply to Telephone No. 292.

T. KUSUMOTO, Manager

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
HAIPHONG	Sungkiang	11th Mar. at 10 a.m.
MANILA, CEBU & ILOILO	Taming	11th Mar. at 2 p.m.
SHANGHAI	Luchow	12th Mar. at 4 p.m.
SHANGHAI & TSINGTAU	Yingchow	14th Mar. at m'night
SHANGHAI	Shaohsing	17th Mar. at noon.
MANILA, CEBU & ILOILO	Tean	17th Mar. at 4 p.m.
SHANGHAI	Anhui	19th Mar. at 4 p.m.
SHANGHAI & TSINGTAU	Kanchow	21st Mar. at m'night

DIRECT SAILING TO WEST RIVER, Twice Weekly.
"S.S. LINTAN" and "S.S. SANUI"

☞**MANILA LINE.**—Twin Screw Steamers "Chinhua," "Taming" and "Tean." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Tean."

☞**SHANGHAI LINE.**—The Twin Screw steamers "Anhui" "Chenan," and the S.S. "Liangchow," "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.

Reduced Fares:—Single $45: Return $75.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.
Telephone No. 36 Agents
Hongkong 10th Mar, 1914.

RUSSIAN VOLUNTEER FLEET.

HONGKONG AGENCY.

Homeward Bound.

(Odessa via ports of call.)

The S.S. **Vladimir**, 5,620 R.T., Commander Kamichansky, is expected to arrive here about the end of March, or beginning of April, 1914.

Outward Bound.

(Vladivostok via Nagasaki.)

The S.S. **Yaroslav**, 4,494 R.T., Commander Lokhmatoff, is expected to arrive here about the 21st day of March, 1914.

N.B.—This outward steamer on the way to Nagasaki and Vladivostok will call at Hongkong if the room permits.

For Freight, Passage and further particulars, apply to

Capt. D. A. LUKHMANOFF, Agent,
Hongkong, 18th Feb, 1914. Hotel Mansions, Tel. No. 1224.

Shipping

HONGKONG PHILIPPINES.

PHILIPPINES STEAMSHIP CO

Steamship.	T.	Captains.	For	Sailing date.
Rubi	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo.	FRI., 13th Mar. 4 p.m.
Zafiro ...	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo.	MON., 23rd Mar. 4 p.m.

Electric light Fans in every cabin; competent stewardesses carried.

Passengers holding round trip tickets may return by any steamer of the Pacific Mail S.S. Co., Toyo Kisen Kaisha, Norddeutscher Lloyd and Eastern and Australian Steamship Co., Ltd.

For Freight or Passage apply to

SHEWAN TOMES & CO.
GENERAL MANAGERS
Hongkong, 4th Mar. 1914.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From.	Expected on or about	For	Will leave on or about
Tjibodas	JAVA	1st half Mar.	JAPAN	1st half Mar.
Tjitaroem	S'HAI	1st half Mar.	JAVA	1st half Mar.
Tjimanoek	JAVA	2nd half Mar.	S'HAI	2nd half Mar.
Tjilatjap	JAVA	2nd half Mar.	JAPAN	2nd half Mar.
Tjipanas	JAVA	2nd half Mar.	S'HAI	2nd half Mar.
Tjikini	S'HAI	2nd half Mar.	JAVA	2nd half Mar.
Tjimahi	JAVA	1st half Apr.	JAVA	1st half Apr.
Tjiliwong	JAVA	2nd half Apr.	JAPAN	2nd half Apr.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

Telephone No. 1574 **JAVA-CHINA-JAPAN LIJN.**
York Building. 16

TOYO KISEN KAISHA

SAN FRANCISCO LINE
VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leave Hongkong.	
Tenyo Maru	22,000 - 23 knots	Sat.,	4th Apr.
Nippon Maru	44,000 - 18 knots	Wed.,	8th "
Seiyo Maru		Sat.,	11th "
Hongkong Maru	11,000 - 10 knots	Sat.,	25th "
Shinyo Maru	22,000 - 21 knots	Wed.,	29th "

via Manila. Omitting Shanghai

All steamers will be despatched at NOON.

First Class to London.....£71.10. Return (6 months:) £120.
First Class to New York.....£60. " " £96.10.
" " " San Francisco £45. " " £68.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to **NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.**

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.
Thence by TRANS-ANDEAN ROUTE to BUENOS AIRES.
For Full Particulars as to Passage & Freight, apply to

Telephone No. 291 **S. MORIMOTO**, Agent.
KING'S BUILDINGS.

The Eastern and Australian Steamers Co., Limited.

Mail Service to Australia via Manila.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

Steamers.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
St. Albans		20th Mar. at 10 a.m.
Eastern	14th Mar.	9th April at "
Aldenham	4th April.	1st May "
Empire	2nd May.	29th May

The above Steamers are fitted with Refrigerating Machinery, ensuring a Plentiful supply of Ice, French Provisions, etc., and are lighted throughout with Electricity: All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.
Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.
(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haiyang	A. E. Hodgins...	TUESDAY, 10th Mar. at 11 a.m.
Haicheng	W. C. Passmore.	FRIDAY, 13th Mar. at 11 a.m.
Haitan	J. S. Roach	TUESDAY, 17th Mar. at 11 a.m.

FOR SWATOW.

Haimun ...	J. W. Evans ...	WEDNES., 11th Mar. at 11 a.m.
Haimun ...	J. W. Evans ...	SUNDAY, 15th Mar. at 10 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

[31] **Douglas Lapraik & Co,**
General Managers.

LOG BOOK.

Lashed to the Mast.

The German four-masted barque Hera, 1,991 tons, bound from Pisagua to Falmouth, with a cargo of nitrate, for orders, was lost off Falmouth on the night of January 31 and nineteen of her crew were drowned. The vessel had made a good voyage of seventy one days, and when in the entrance of the English Channel encountered a heavy southerly gale, accompanied by driving rain. This made navigation very bad, and all lights were obscured from view. The St. Anthony Lighthouse was lost, the entrance to Falmouth Harbour was passed.

Shortly after eleven o'clock land was reported ahead, and in a few moments the Hera met her doom. The vessel struck the rocks near Portscatho, close to Gull Rock, and in a few minutes she was full of water. She heeled over to an alarming extent, and the crew feared that she would capsize. The order was given to lower the principal lifeboat, and when ready the captain and twenty men got into her.

Unfortunately, the Hera was rolling her sides under, and during one of these terrible lurches the lifeboat was upset, and the whole of the occupants were thrown into the water. The captain and fifteen of his crew disappeared, and were lost. Five men, including the first and second officers, managed to reach the ship again, and rejoin three men who had been left on board. The incoming tide almost covered the Hera, and the eight survivors had to seek refuge in the rigging. The chief officer was the last to take shelter, and the water rose so rapidly that a move had to be made to the jigger topmast to which the eight men clung. The chief officer lashed himself to the mast and blew a small whistle which he had with him to endeavour to attract the attention of any rescuers who might have been coming to their aid.

The water continued to rise, and the gallant officer, realising that his end was approaching, handed his whistle to a comrade. Shortly after a heavy sea struck the ship, and the chief officer perished, but the rope still held him fast, and the body remained on the mast. The second officer and a sailor were the next to meet their fate, a tremendous sea washing them away. Meanwhile the Falmouth lifeboat happened to be in the vicinity, making what its crew thought to be a fruitless search, but hearing the faint sound of a whistle in the scene, and discovered the remaining five men clinging to the jigger topmast, the only portion of the vessel visible. Their rescue was safely effected, and the survivors were brought to Falmouth. They are all foreigners. The crew was a mixed one, and there was only one of English nationality on board, a lad whose home and name are at present unknown.

In an interview at the Sailors' Home, Alf. Johansen said: "We failed to see any light. Once we thought we saw the light of a steamer, and then we saw something like the moon going down. All of a sudden we heard the roar of the breakers, and before we could attempt to bring the ship round we found it was all up with us. We tried to bring the Hera round, but she would not respond. It was not long before we were on the rocks, and I thought the vessel was going to turn turtle, for it seemed as if the cargo had shifted, and we were right over. The captain gave the order to launch the big lifeboat, and 21 of us got into her, three being left on the ship. Before we could get clear the Hera gave a tremendous roll, and we were all pitched into the surf. I managed to find a bit of wreckage, and got on board again, and the first and second officers and two men also got back to the Hera, but the skipper and 15 of the crew went under. When I reached the Hera the decks were covered with water, and we had no alternative but to climb aloft to save our lives.

Oysters, Fresh, Fried or Stewed
Findon Haddocks, Kippers &c.,
ALEXANDRA CAFE.

Shipping

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration).

For	Steamship		On
SHANGHAI	Kwongsang†	Wed.,	11th Mar. at d'light
S'PORE, P'ang & C'cutta	Laisang*	Wed.,	11th Mar. at 2 p.m.
SHANGHAI	Wosang†	Thur.,	12th Mar. at d'light
SHANGHAI	Choysang†	Fri.,	13th Mar. at d'light
S'PORE, P'ang & C'cutta	Fooksang*	Fri.,	13th Mar. at 2 p.m.
MANILA	Loongsang*	Sat.,	14th Mar. at 2 p.m.
MANILA	Yuensang*	Sat.,	21st Mar. at 2 p.m.

Return Tours to Japan (Occupying 24 days).

The steamers "Kutsang," "Namsang" and "Laisang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fooksang" "Kumsang" "Lovat" "Yatshing" and "Suisang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days

The steamers "Choysang," "Kwongsang," and "Hangsang" will call at Swatow on their way down from Shanghai.

These vessels have all modern improvements and are fitted throughout with electric Light.

A duly qualfied surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin, Dalny, Weihaiwei, Tsingtau.

‡ Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan Jesselton and Labuan.

For Freight or Passage,

Apply to **JARDINE, MATHESON & CO., LD.**

Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice

"Shire" Line Service.—Homeward.

For	Steamers.	Date of Sailing
LONDON & ANTWERP...	Den of Airlie	12th Mar.
LONDON & ANTWERP...	Merionethshire	8th April.

Trans-Pacific "Shire" & "Glen" Joint Service.

V'TORIA V'VER S'TLE, TACOMA & P'LAND...	Den of Ruthven	5th April.
V'TORIA V'VER, S'TLE, TACOMA & P'LAND...	Glenlochy	3rd May.

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215 Sub. Ex. No. 9. [9

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN Yokohama, Kobe, Hongkong and Rangoon. EASTWARD.

The S.S. **Fultala** 4,154 tons gross, Capt. H. F. Minett, R.N.R will be despatched for Kobe, Moji, and Yokohama on the 22nd Feb. at daylight taking cargo and Passengers at current rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215. Agents. 14

THE TAIKOO DOCKYARD & ENGINEERING Co. OF HONGKONG, Ltd.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 787' x 88' x 34'6"
Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 ton displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops, ranging up to 100 Tons.

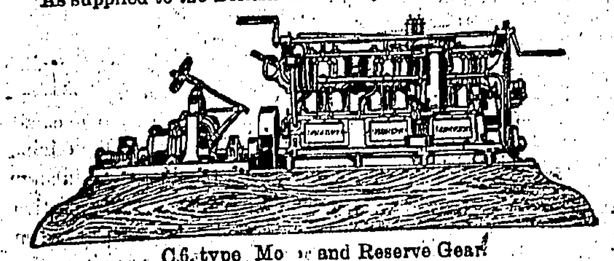
50-Ton Hydraulic TESTING MACHINE for Chains Wire Ropes, Rivets, etc.

AGENTS for:—

JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 150 B. H. P.

As supplied to the British Admiralty & War Office.—



C.6. type Motor and Reserve Gear.
B.H.P. Paraffin 70. Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN BOATS, LAUNCHES, HOUSE BOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING AND LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN AGENTS,
Telegraphic Address:—"TAIKOODOCK,"
TELEPHONE No. 231.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
M'les, L'don, A'werp via S'pore, &c.	Hirano M.	N. Y. K.	11, Mar.
Havre, Emden and Hamburg	Spezia	H. A. L.	14, Mar.
Trieste, via Singapore, Penang, Colombo, &c,	Africa	S. W. Co.	15, Mar.
Bremen, Hamburg & A'werp,	Senegambia	H. A. L.	17, Mar.
Marseilles, R'dam & Hamburg	Sachsen	H. A. L.	23, Mar.
Marseille via Ports	Australien	M. M.	24, Mar
Havre, & Hamburg	Scandia	H. A. L.	28, Mar.
Havre, Emden and Hamburg Bremen	Goettingen	N. D. L.	28, Mar.
London via Plymouth	Glenlogan	S. T. Co.	31, Mar.
Havre, Emden and H'burg Bremen	Tuebingen	N. D. L.	E. of M.
Dunkirk, R'dam & Hamburg	Aragonia	H. A. L.	3, Apr.
Havre, Emdem & Hamburg	Assyria	H. A. L.	4, Apr.
T'te, Fiume V'ce, via S'pore etc.	Austria	S. W. Co.	6, Apr.
Marseille via Ports	Chili	M. M.	7, Apr.
Havre, & Hamburg	Alesia	H. A. L.	8, Apr.
Havre, Bremen & Hamburg	Bayern	H. A. L.	23, Apr.
Marseilles, Antwep, R'dam BremenH amburg	Lothringen	N. D. L.	M. of Apr.
Havre, Emden & H'burg/B'men,	Thueringen	N. D. L.	B, of May
Havre & Hamburg	Brisgavia	H. A. L.	6, May.
Marseilles via Ports	Dumbea	M. M.	19, May.
Havre, Dunkirk, Emden and Hamburg/Bremen	Gernis	N. D. L.	5. of May

NEW YORK SAN FRANCISCO AND CANADA.

San F'co via Manila & Japan &c.	China	P. M. Co.	14, Mar.
London, via Usual Ports of Call	India	P. & O.	14, Mar.
V'toria, V'ver, S'tle & P. (Or.)	Suedmark	H. A. L.	18, Mar.
London & A'werp via S'pore etc.	Nile	P. & O.	18, Mar.
Vancouver via S'hai and Japan	E. of Russia	C. P. R	19, Mar.
V'toria, B.C., T'ma via Japan &c.	Seattle M.	O. S. K.	21, Mar.
San F'cisco via S'hai & Japan &c.	Manchuria	P. M. Co.	21, Mar.
San Francisco and San Pedro	R. Dollar	R. D. Co.	31, Mar.
V'toria, B.C., & T'ma via S'hai &c.	Mexico M.	O. S. K.	1, Apr.
Vancouver via S'hai and Japan	E of India	C. P. R.	2, Apr.
Francisco, via Shanghai, M'la, Japan and Honolulu	Tenyo M.	T. K. K.	4. Apr.
Mexican, Peruvian and Chile Ports via Japan	Seiyo M.	T. K. K.	4, Apr.
New York	Atholl	D. L. Co.	4, Apr.
Victoria, Vancouver Seattle, Tacoma & Portland	Den. of Ruthven	J. M. Co.	5, Apr.
Vancouver via S'hai, Japan etc.,	Monteagle	C. P. R.	8, Apr.
Victoria, V'ver, S'tle & P. (Or.)	Hoerde	H. A. L.	14, Apr.
N'les, G'oa, A'rs, Lisbon S'ton,	Llei-t	M. & Co.	18, Mar.
Vancouver via S'hai and Japan	E. of Asia	C. P. R.	15, Apr.
San F'co via S'hai & Japan &c.	H'kong M.	T. K. K.	25, Apr.
San Francisco and San Pedro	M. S. Dollar	R. D. Co.	28, Apr.
San F'cisco v a S'hai & Japan &c.	Shinyo M.	T. K. K.	29, Apr.
V'toria, V'ver, S'tle, T. & P.	Glenlochy	J. M. Co.	3, May.

AUSTRALIA.

Australian Ports via Manila	Kumano M.	N. Y. K.	11, Mar.
Australian Ports via Manila	St. Albans	G. L. Co.	20, Mar.
Australian Ports via Manila	Coblinz	M. Co.	21, Mar.
Australia	Changsha	B. & S.	24, Mar.
Australian Ports via Manila	Eastern	G. L. Co.	9, Apr.
Australia	Aldenham	G. L. Co.	1, May.
Australia	Empire	G. L. Co.	29, May.

SINGAPORE, COAST PORTS AND JAPAN

Shanghai, Y'hama, Kobe & Moji	Yeddo	N. A. Co.	B. of Mar
Nagasaki, Kobe & Yokohama	Tango M.	N. Y. K.	11, Mar.
Kobe and Yokohama	Kashima M.	N. Y. K.	11, Mar.
Shanghai, Moji and Kobe	Penang M.	N. Y. K.	11, Mar.
Foochow via Swatow & Amoy	Kaijo M.	O. S. K.	11, Mar.
Manila, Cebu and Iloilo	Taming	B. & S.	11, Mar.
Haiphong	Sungkiang	B. & S.	11, Mar.
Shanghai	Devanha	P. & O.	12, Mar.
Shanghai	Luchow	B. & S.	12, Mar.
Singapore, Penang and Calcutta	G. Apcar	D. S. Co.	12, Mar.
Shanghai, Moji, Kobe & Y'hama	Kanagawa M.	N. Y. K.	13, Mar.
Manila, Mangarin, Cebu & Iloilo	Rubi	S. T. & Co.	13, Mar.
Swatow, Amoy & Foochow	Haiching	D. L. Co.	13, Mar.
Manila	Loongsang	J. M. Co	14, Mar.
Tamsui via Swatow & Amoy	Daijin Maru	O. S. K.	15, Mar.
Shanghai, Kobe and Yokohama	Hoerde	H. A. L.	17, Mar.
Swatow, Amoy and Foochow	Haitan	D. L. Co.	17, Mar.
Manila, Cebu and Iloilo	Tean	B. & S.	7, Mar.
Shanghai, Kobe and Yokohama	Seudmark	H. A. L.	18, Mar.
S'hai, Nagasaki, Kobe & Moji	A. Apcar	D. S. & Co.	18, Mar.
Anping, Takao via S'tow & Amoy	Soshu M.	O. S. K.	18, Mar.
S'hai, Nagasaki, Kobe & Y'hama	Yorch	M. Co.	19, Mar.
Singapore, Penang & Rangoon	Jelunga	J. M. Co.	20, Mar.
Shanghai, Y'hama, Kobe & Moji	Peking	A. N. Co.	21, Mar.
Shanghai, Moji, Kobe & Y'hama	Nubia	P. & O.	21, Mar.
S'pore, P'ang, R'goon & C'cutta	Hakata M.	N. Y. K.	21, Mar.
Manila, Mangarin, Cebu & Iloilo	Zafiro	S. T. Co.	23, Mar.
Shanghai, Kobe & Yokohama	Altantique	M. M.	23, Mar.
Shanghai	Koerber	S. W. Co.	1, Apr.
Shanghai, Kobe and Yokohama	Brisgavia	H. A. L.	1, Apr.
Y'hama and Kobe via Shanghai	Persia	S. W.	2, Apr.
Shanghai, Kobe and Yokohama	Uckermark	H. A. L.	5, Apr.
Shanghai, Kobe and Yokohama	Paul Lecat	M. M.	5, Apr,
Shanghai, Kbbe and Yokohama	Sambia	H. A. L.	25, Apr.
Shanghai, Kobe and Yokohama	W'berg	H. A. L.	1, May.
Shanghai, Kobe and Yokohama	Segovia	H. A. L.	11, May.
Shanghai, Kobe and Yokohama	Emden	H. A. L.	21, May.
Shanghai, Kobe and Yokohama	Frisia	H. A. L.	29, May.
Japan	Tjibodas	J.C.J. L.	Q. desp.
Japan	Tjitaroem	J.C.J. L.	Q. desp.
Shanghai	Tjikini	J.C.J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tjipanas	J.C.J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tjimahi	J.C.J. L.	Q. desp.
Shanghai	Tjiluwong	J.C.J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tjitaroem	J.C.J. L.	Q. desp.

MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO-MORROW.

For	Vessels.
Saigon	Lyeemoon
Shanghai	Kwongsang
Haiphong	Sungkiang
Straits	Hirano Maru
Swatow	Haimun
Nagasaki	Tango Maru
Australia	Kumano Maru
Philippines	Taming
Straits	Laisang
Swatow	Kaijo Maru
Manzanillo	Marie

VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From.	Vessels.
Shanghai	Fo chow
London	Kashima Maru
Bombay	Penang Maru
Moji	G. Apcar

CANADIAN MAIL.

The C. P. R. s.s. MONTEAGLE left Yokohama on the 9th inst., at 5 a.m. and is due to arrive at Kobe on the 10th inst., at noon.

The C.P.R. s.s. EMPRESS OF JAPAN left Shanghai on the 8th at 5 p.m. and is due to arrive at Nagasaki on 10th inst., at 6 a.m.

AUSTRALIAN MAIL

The E. & A. s.s. EASTERN from Sydney etc., left Port Darwin (via Timor and Manila) for this port on the 1st inst., and may be expected to arrive here on or about 14th inst.

AMERICAN MAIL.

The s.s. MANCHURIA sailed from Yokohama for Hongkong via Manila, March 3. The United States mail has been transferred to the Nippon Yusen Kaisha's s.s. KUMANO MARU which is arrived at Hongkong March 9.

The P. M. s.s. CHINA will sail from Hongkong on the 14th instant, at noon via Manila, Nagasaki, Kobe, Yokohama and Honolulu, for San Francisco.

ENGLISH MAIL.

The P. & O. s.s. DEVANHA left Singapore for this Port on the 8th instant, at 5.30 p.m. with the outward English Mails, and is due here on the 13th instant, at about 10 a.m.

GERMAN MAIL.

The I. G. M. s.s. P. E. FRIEDRICH which left here on the 5th inst., midnight arrived at Shanghai on the 8th inst., at 11 a.m.

The I. G. M. s.s. YORCK carrying the German Mails with dates from Berlin of the 18th of February, left Colombo on the 7th instant, p.m. and may be expected here on or about the 18th inst.

MERCHANT STEAMERS.

The N. Y. K. s.s. KASHIMA MARU (European Line.) left London for this port via ports on the 31st January, and is expected here on the 11th March.

The N. Y. K. s.s. YOKOHAMA MARU (American Line.) left Seattle for this port via Ports on the 10th ult, and is expected here on the 15th March.

The N. Y. K. s.s. KAGA seARU (European Line.) left London for this port via ports on the 28th Feb., and is expected here on the 8th April.

The N. Y. K. s.s. KANAGAWA MARU (Calcutta Line.) left Calcutta for this port via ports on the 23rd Feb., and is expected here on the 14th instant.

The N. Y. K. s.s. PENANG MARU (Bombay Line.) left Bombay for this port on the 22nd Feb., and is expected here on the 11th inst.

The N. Y. K. s.s. MISHIMA MARU (European Line.) left Marseilles for this port via ports on the 21st Feb., and is expected here on the 25th inst.

The N. Y. K. s.s. INABA MARU (Bombay Line.) left Bombay for this port on the 1st inst., and is expected here on the 19th inst.

The s.s. SATSUMA (of the Barber Line) sailed from New York on 14th Jan: and is due to arrive here on or about 14th inst.

The Barber Line s.s. CHALISTER sailed from New York on the 4th ult, for Hongkong.

The Mogul Line s.s. LOTHIAN sailed from United Kingdom on the 21st ult, for Hongkong via Straits and is due to arrive here about the 3rd April.

The American and Manchurian Line s.s. KIOTO passed the Suez Canal on the 24th ult., for Hongkong direct.

The I. C. S. N. s.s. MAUSANG from Fremantle is due at Hongkong on the 12th inst.

The I. C. S. N. s.s. ONSANG from Calcutta is due at Hongkong on the 16th instant.

The Danish s.s. ARABIEN left Port Said on the 26th ult. and may be expected here on or about the 26th inst.

The s.s. G. APCAR from Shanghai and Kobe left Moji on this morning and may be expected here on or about the 11th inst., a.m.

The s.s. A. APCAR from Calcutta left Singapore on the 6th instant, and may be expected here on or about the 12th inst. a.m.

The Mogul Line s.s. PATHAN from United Kingdom left Singapore on Friday last the 6th inst., and is due here on or about the 12th inst.

The Benhine s.s. BENARTY from Leith Middlesbro and London left Singapore for this port on the 7th instant, and may be expected to arrive here on or about 13th inst.

The N. D. L. freight s.s. MARK left Shanghai on the 7th March, at 2 p.m. and may be expected here on or about the 10th March, at 6 p.m.

VESSELS IN PORT.

Steamers.

Glenfalloch, Br. 1,434, Gardner, 27th ult —Singapore, 21st ult., Gen.—Chinese.

Laisang, Br. s.s. 2,224, 2nd inst.—Moji, 25th ult., Gen.—J. M. & Co.

Kaifong, Br. s.s. 987, H. Mathias, 3rd inst, Haiphong, 26th ult., Gen.—B. and S.

Hikosan Maru, Jap. s.s. 2,302, Suzuki, 5th Miike, 27th ult., Coal—M. B. K.

Telemachus, Br. s.s. 1,350, Fraser, 5th inst.—Saigon, 1st inst., Rice—Chinese.

Lyeemoon, Ger. s.s. 1,238, 5th inst.—Saigon, 1st inst. Rice—Chinese.

China, American, s.s. 3,186, H. Thompson, 6th inst.—San Francisco, 3rd Feb., Gen.—P. M. Co.

Haldes, Norw. s.s. 1,065, J. Jorgensu, 6th inst.—Java, 26th ult., Sugar—J. C. J. L.

Kwongsang, Br. s.s. 1,428, W. F. Bichaid, 5th inst.—Swatow 4th inst. Gen.—J. M. and Co.

Liscum, Am. s.s. 2,200, W. Barlly, 6th inst.—Manila, Gen.—Order.

Taming, Br. s.s. 1,356, G. H. Pennefather, 6th inst.—Manila, Sugar & Gen.—B. and S.

Rajaburi, Ger. s.s. 1,189, C. Wolff, 7th inst.—Bangkok, 28th ult., Rice—B. & S.

Yatshing, Br. s.s. 1,428, R. Y. Anderson, 5th inst.—Singapore, 27th ult. Gen.—J. M. and Co.

Amazone, Fr. s.s. 2,958, Biata, 9th inst.—Masseille, 8th ult., Gen.—M. M.

Banri Maru, Jap. s.s. 2,369, T. Sogu, 9th inst. Sourabaya, 29th ult., Gen.—D. and Co.

Bombay Maru, Jap. s.s. 3,398, S. Komatsubara, 8th inst.—Moji, 2nd inst. Gen.—N. Y. K.

Dainichi Maru, Jap. s.s. 1,952, N. Sudzuki, 8th inst.—Moji, 2nd inst., Coal—M. B. G. K.

Dorothea Rickmers, Ger. s.s. 2,665, A. Menzell, 5th inst.—Singapore, 1st inst., Gen.—Order.

Glenfarg, Br. s.s. 2,550, Henderson, 7th inst.—Shanghai, 3rd inst., Gen.—Order.

Haiyang, Br. s.s. 1,363, A. E. Hodgin, 7th inst.—Amoy, 6th inst., Gen.—D. L. and Co.

Hild, Norw. s.s. 726, Jensen, 9th instant—Bangkok, 28th ult. Rice—Chinese.

Hue, Fr. s.s. 736, A Coanelinsen, 8th inst.—Haiphong, 6th inst., Gen.—A. R. Marty.

Hong Wan I, Br. s.s. 2,060, J. Mason, 8th inst.—Singapore, 3rd inst., Gen.—Chinese.

Luzon Maru, Jap. s.s. 2,968, T. Hiyata, 8th inst.—Moji, 2nd inst., Gen.—O. S. K.

Nera, Fr. s.s. 3,529, Eattat, 9th instant—Shanghai, 6th inst., Gen.—M. M.

Sabine Rickmers, Dut. s.s, 573, B. Y. Jagt, 8th inst.—Swatow, 7th inst., Ballast—A. P. & Co.

Sungkiang, Br. s.s. G. Robinson, 8th inst, —Haiphong, Gen.—B. and S.

Tamon Maru No. 1, Jap. s.s. 1,142, J Kasai, 8th inst.—Saigon, 3rd inst. Rice—Sun Wah & Co.

Waishing, Br. s.s. 1,170, G. S. Holmwood, 8th inst.—Singapore, 1st instant, Gen.—J. M. and Co.

TIDE TABLE.

9th Mar., to 15th 1914.

Day of Week	Day of Month	High Water Hongkong Mean Time.	Height.	Low Water Hongkong Mean Time.	Height.
Mon.	9	m 11 54	5.5	m 6 4	2.7
				6 42 a	2.8
Tues.	10	m 0 14	4.6	m 6 16	3.1
		0 50 a	5.7	7 12 a	2.9
Wed.	11	m 1 21	5.0	m 6 18	3.3
		1 9 a	5.8	9 5 a	2.8
Thurs	12	No inferior	High	nor Low	W.
		2 6 a	5.0	11 33 a	3.0
Fri.	13	No inferior	High	nor Low	W.
		3 25 a	5.0		
Satur.	14	No inferior	High	m 0 33	3.0
		4 6 a	5.3	nor Low	W.
Sun	15	No inferior	High	m 1 16	3.3
		5 36 a	5.9	nor Low	W.

m morning. a afternoon.

Eighty-eight in One House.

Lamentable housing conditions prevail in Dublin, according to the evidence tendered at the Housing Inquiry conducted by the Local Government in that city. Father Flanagan, of Marlborough-street, said that in less than a square mile of his parish there were 40,000 Catholics in overcrowded houses. "In most of our slumstreets, every room, from the kitchen to the top, is occupied. The rent varies from 1s. 6d. a week for the kitchen and top rooms to 3s. 6d. for middle rooms." Father Monaghan, of Francis-street, said the street was one of the worst in the city. He had made a room-to-room visitation. Many of the houses were not fit to live in. In most cases families lived in single rooms. Sometimes, when a family was evicted, through the great spirit of charity that prevailed among the very poor, the evicted ones were admitted among other families, and they found two or more families in one room. In what were practically two houses in Francis-street there were 107 human beings. In his parish there were about 6,000 people of the labouring class not properly housed. Ash-street, except for a few houses, should be levelled to the ground. Sir Joseph Downes said he knew a house where 88 persons lived.

To Sail

THE "INDRA" LINE LTD.

FOR BOSTON & NEW YORK

with liberty to call at Malabar Coast)

THE Steamship

"INDRADEO"

Captain T. R. Evans, will be despatched as above on 14th March. This steamer has excellent accommodation for a limited number of saloon passengers.

For freight and passage apply to:—

JARDINE, MATHESON & CO., LTD.
Agents.

Telephone No. 215, Sub. Ex. No. 9.
Hongkong, 12th Feb., 1914.

"GLEN LINE"

(McGREGOR, GOW & Co.) Ltd,

For London Hull & Antwerp

The s.s. "GLENLOCAN"

(Capt. Jas. McGregor)

will be despatched for the above ports on or about the 26th April, 1914.

Saloon passage Hongkong/London £40.

For Freight or passage, apply to

SHEWAN TOMES & Co.,
Agents.

Hongkong, 4th March, 1914. 160

DOLLAR STEAMSHIP LINE.

Proposed sailings for SAN FRANCISCO, & SAN PEDRO.

s.s. "ROBERT DOLLAR"	31st Mar., 1914.
s.s. "M.S. DOLLAR"	28th April 1914.

Connection made with Salt Lake Railway at San Pedro for **OVERLAND** points. For rates, space and further particulars apply to

THE ROBERT DOLLAR CO.,
V. M. SMITH,
Manager.
Tel. 792. 3, Queen's Building.

WING KEE & CO.

47-49, Connaught Rd.

SHIP CHANDLERS
PROVISION & COAL
MERCHANTS.

Hongkong, 3rd October, 1913.

BOLINDERS CRUDE OIL MOTORS.

MARINE MOTORS, DIRECT REVERSIBLE.

STATIONARY MOTORS, FOR ALL PURPOSES.

Please address enquiries to:—

ULDERUP & SCHLUTER

HONGKONG.

REPRESENTATIVES FOR J. & C. C. BOLINDERS, A. STOCKHOLM.

FOR CHINA, FORMOSA, AND PHILIPPINE ISLANDS

S.O.A.E.O.

FAR EAST OXYGEN & ACETYLENE CO., LTD.

AUTOGENOUS WELDING.

Repair of boilers and hulls, welding of cracks. Renewing of corroded plates by addition of metal. Welding of broken pieces of any kind of metal.

OFFICE: No. 4 Queen's Building, 3rd Floorle Telphone 1033.

Public Auction

GEO. P. LAMMERT,

AUCTIONEER, SHARE & GENERAL BROKER

THE Undersigned has received instructions to sell by Public Auction on

THURSDAY,

the **12th March, 1914,** commencing at **2.45 p.m.**
at Kellet Crest, No. 66,
The Peak

A Quantity of Valuable Household Furniture
(Full particulars from catalogue)
On view from Wednesday the 11th March
Catalogues will be issued.
Terms :—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

FRIDAY, the **13th March, 1914,**
commencing each day at **2.30 p.m.**
at his Sales Rooms, Duddell St.
A Private Collection of Rare Old China from Sung dynasty to Towkang
The Collection is made of :—

5-COLOURED, BLACK and WHITE HAWTHORN, CORAL PINK and BLUE and WHITE VASES.
5-COLOURED, 2-COLOURED, & BLUE & WHITE PLATES, CUPS, BOWLS and SNUFF BOTTLES.
SANG-DE-BŒUF VASES, CELADON & PEACH BLOOM INCENSE BURNERS, CELADON VASES, CHINCHEW CUPS.
HANDSOME IVORY CARVINGS, JADE PLATES and BOWLS, AGATE ORNAMENTS and SNUFF BOTTLES.
OLD PEKING CLOISONNE VASES and INCENSE BURNERS, BRONZE FIGURE and BURNER.
OLD MING PORCELAIN FIGURE etc., etc., etc.
(without Reserve)
On view from THURSDAY the 12th March.
Catalogues will be issued.
Terms :—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

BY ORDER OF THE EXECUTOR
of the
Will of the late Mr. A. A. D. SASSOON

PUBLIC AUCTION

Messrs. HUGHES & HOUGH
have received instructions to sell by
PUBLIC AUCTION
on
THURSDAY,
the **26th** day of **March, 1914,** at **12 o'clock** noon at their Auction Rooms

THE VERY VALUABLE LEASEHOLD PROPERTIES
known as
SOWKEWAN LOTS NOS. 105, 107, 108, 118 & 137
in Four Lots

The properties comprise desirable building sites situate on and near the Main Road Sowkewan and ripe for immediate development.
A Plan showing the positions and dimensions of the respective Lots may be seen at and Particulars and Conditions of Sale may be obtained from the Vendor's Solicitors
Messrs. DEACON, LOOKER DEACON & HARSTON,
1, Des Vœux Road Central,
and also
Messrs. DAVID SASSOON & COMPANY LIMITED,
8a, Des Vœux Road Central,
and also
Messrs. HUGHES & HOUGH,
The Auctioneers.

Don't forget after the Show Supper and Light Refreshments
ALEXANDRA CAFE.
Open Till Midnight.

Consignee

PACIFIC MAIL STEAMSHIP COMPANY.
s.s. "CHINA."

From SAN FRANCISCO, JAPAN PORTS and MANILA.

The above mentioned vessel having arrived consignees of cargo are hereby notified to send in their bills of lading for countersignature and take immediate delivery of cargo from alongside. Cargo impeding discharge will be landed immediately at consignees' risk and expense. Cargo remaining undelivered Monday, March 9th, 1914 at NOON will be landed at consignees' risk and expense.

Cargo remaining undelivered Friday, March 13th, 1914, at noon in addition to landing charges, storage charges will be collected.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's godown Thursday, March 12, 1914, at 10 a.m.

No claim will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before April 6, 1914, otherwise they will not be recognized.

R. O. MORTON, Agent.
Hongkong, 6th Mar., 1914.

NORDDEUTSCHER LLOYD, BREMEN.
FREIGHT LINE.
NOTICE TO CONSIGNEES.

THE Steamship

"TUBINGEN,"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 11th of Mar., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th of Mar., at 9.30 a.m.

All claims must reach us before the 18th of March, 1914, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 4th Mar., 1914. [1176

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"COBLENZ,"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless information is received from the Consignees before noon to-day requesting it to be landed here.

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No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.
General Agents.
Hongkong, 4th Mar., 1914. [1174

Hotel Lists.

Hongkong Hotel.

Abraham, E S	Jaffe D
Adler L	Joy J W
Agassiz Mr and Mrs E L	Layton G B
	Layton Mr & Mrs B
Akin-Higgin Capt A	Jones M T
Anthony Mr & Mrs E W	Kiddie Comdr and Mrs J
Atwood Mr & Mrs W E	Kittleson Dr O
	Knaggs Capt C F
Austin Miss E	Krusemann A
Babin Mrs P	Krone W
Ballister Miss	Lambert E B
Baker The Misses	Lee-Jones J W
Baron Riedsel	Lloyd G T
Bate E R	Lobel F
Beckingsale L	Logan, W
Bell C D J	Long J C
Boer Mr & Mrs O	Lysen T
Bellios, Mrs E R	Meier Mr & Mrs J
Bena, G A	Mackean, Dr G
Beswick Mr & Mrs C W	Macon, C Fairbrother
Brace M V	Matheson, Miss M
Burgers Mrs W H	Matheson, Mrs R T.
Burke R L	
Bungey A P	Marriott, Dr O
Caldwell Capt and Mrs	Martin, Mr & Mrs G
Cambridge, A J	Marr Miss
Castro, Mr & Mrs FXD'A.e.	Mattan Mr & Mrs C J
Castro, Miss D'e	Mayer B B
Castro, Master D'e	Mehta, B K
Carton Mrs	Merecki, J
Cezarini	Meyer, P
Clark Mrs Bruce	Meyer Richard
Coleman, Dr A L E F	Meyer C E
	Misch W P
Condon H L	Mitch Mrs C
Conway Long J	Morris J Mr & Mrs
Curry, G P	Mickle D M
Clayton, W E	Middleton G S
Compbell Miss	Milkowski N S
Crowle W	Milner Mrs H
Dangin Mr& Mrs T	Nathan J
Davis E J	O'Leary, Miss G
Dehn R M R	O'Neil C A
Derteano, Mr & Mrs & 2 children	Parmele P
	Parson E E
Domville Mrs	Peterson, A
Douglas, Mrs R H	Petersen A G
Douglas D S S	Perry F A
Doyle Mrs J M	Phelps Mr and Mrs S G
Duncan, J	
Dutton W	Potten S E
Ehrenfels, Mr & Mrs H E	Raymond E M
	Raworth, B
Elsinger K W	Reay, Miss F
Elsinger J	Ruy, E H
Fearon Mrs F	Raymond, Miss
Fernihough S	Richard Mr & Mrs E A
Fehr H	
Ferson Count	Ricketts W Mr and Mrs
Gallotti, A	
Gibb J	Riedesel Baron
Giles Mr & Mrs A B	Russell Mrs C
	Schenk, Mrs
Gordon, A G	Schloser H.E. and Lady
Georgey, I	
Groist Mrs J M	Schmidt E
Guulbourn, V.	Scott Mr & Mrs G C
Gould, Mr & Mrs J	Sibley J C
Grisogono, P D de	Sharp E H
Hannibal, Mr & Mrs W A	Smyth F
	Sorensen A B
Haxthausen H.E. & Lady von	Square, Miss A
	Stryker F
Hewett, Hon. Mr E A, C M G	Stryker Mrs F
	Trask Dr & Mrs H J
Hall, Capt T P	
Heacock H E	Tyler B M.
Heiman P H	Walen Mrs J P J
Herepath Major & Mrs	Wakeman G H
	Walker, Capt H A
Hickman Mr & Mrs H F	Wells Mrs A W
	Weigelsperg F de
Hind, W B	White, F W
Hope J	Wilkinson Miss E
Hordern R de L	Winkler Mr & Mrs F
Hulse Mr & Mrs E M	Wood G C
Hutton-Potts G	Woollett C

King Edward Hotel.

Murray Bain H	Keen A E
Borin Mrs	Kraft Mr and Mrs W D
Budge W	
Butterfield Miss E	Lauritsen Mr and Mrs C
Clegg H	
Cox F W	MacDeod D A
Crank Mrs C K	Malcomson Capt and Mrs
Diven J	
Diven Miss	Manninga P W L
Donaldson W A	Massey Miss
Enright E L	Matson Dr & Mrs
Evers E W	McIntyre I M
Gill Mrs	Mody Mr & Mrs J N
Graves Mr D W	
Hall P C	Nobbs A P
Haupt A	Oudenhoren W
Hannor H A	Passmore Capt & Mrs W C
Hirt Miss B Ho A	
Hough Mrs L R	Shepard Mrs H M
Houston Miss K M	Swree Dr
Houston Miss C	Spurge H S
Houston Miss H	Sibaley Mrs G T
Houston Miss K	er U S A
Houston Miss J	Thornton G
Hummel G	Veblen J
Insoephi T	Walther Dr H
Jooku J	Wertphal K J

Carlton Hotel.

Ballantine Mr and Mrs B A	Marritt N C
	Martin A J J
Baigrie A G	Martin T H
Bale Mr & Mrs D H	Nildrey Wm J
Bashore F W	Niabida Z
Barnes C	Paul S
Beurteans	Randall C W
Church Mr & Mrs	Remedios A F
Crombie Lt Geo	Riggs A
Daane L	Russell A
Davis J R	Sewell G W
Eades W J	Smith Mr & Mrs L
Flynn T G	Smith E P
Gilbert E J	Tall Mrs
Grandy A J	Thomson S
Hollway H D	Walker Mr and Mrs
Jackson Mr & Mrs W	Watling Mr & Mrs D O
Jameson S	
Kay Mr and Mrs L	Watson Mr & Mrs
Major Wm	Webley A R
Major Capt and Mrs N G	Wiefus Mr & Mrs F
	Wolf Mr and Mrs J S de
Marritt J B	

Grand Hotel.

Allen M & Mrs	King
Amery Mrs	Madariaga
Armston	Mathieson
Barr	Mayer Mr and Mrs
Bond	Osbery Miss
Coffmann	Raeid Mr and Mrs
Crew Mr and Mrs	Rance H
Findorff	Redford Mr & Mrs
Frenck	Robin
Galt Capt	Rolfs
Grant	Russell Mr & Mrs
Gilardone Dr	Schlutze
Heury	Smith
Hsu	Wills
Jackson	Wesmanin
Johnson	Wiesenborn
Keyt Dr.	

Entertainments

BOXING ! BOXING ! !

THEATRE ROYAL

ON SATURDAY, MARCH 14, 1914, AT 9 P.M. SHARP
THE BEST FEATHERWEIGHT CONTEST EVER SEEN IN THE EAST.
15 ROUNDS
For the Championship of the Orient,

STOKER PERKINS
(THE BOX OF TRICKS)
THE CLEVEREST AND HARDEST HITTING FEATHERWEIGHT SEEN IN THE EAST.
V.
IRON BUX
THE UNDEFEATED FEATHERWEIGHT CHAMPION OF THE ORIENT.

FOUR OTHER CONTESTS.
BY
MEN WELL KNOWN TO THE BOXING FRATERNITY OF HONGKONG.
BOOKING AT MOUTRIES.
PRICES:— Ringside $5, Stalls $3, Dress Circle $2, Pit $1.
F. E. HALL, Promoter

THEATRE ROYAL
SATURDAY, March 21st, 9.15
UNDER THE DISTINGUISHED PATRONAGE OF H.E. THE GOVERNOR AND LADY MAY.

EUROPEAN Y.M.C.A. ANNUAL CONCERT

First Part
Kindly arranged by
LADY MAY

Second Part
Introducing the
MERRYMAKERS
IN THEIR
MUSIC MIRTH MIMICRY

TICKETS $3, $2, $1. Soldiers & Sailors in uniform half price to $1 seats.
PLAN AT MOUTRIES.

VICTORIA THEATRE.

FOR
3 NIGHTS ONLY 3

THE GREATEST DETECTIVE DRAMA
"PROTEA"
6,000 FEET
AND A FINE SELECTION OF COMIC FILMS
WILL BE EXHIBITED.

THE PICTURE TAKEN FROM SIR WALTER SCOTT'S FAMOUS HISTORICAL NOVEL
"INANHOE"
THREE PARTS
WILL BE SCREENED ON
FRIDAY, 13th March.

BIJOU SCENIC THEATRE.

4 NIGHTS ONLY 4
Commencing **SATURDAY, March 7th.**
"FANTOMAS"
(THIRD SERIES)
in 6 parts 9,000 feet.
A Great Thrilling Detective Drama
also
"THE PATHE'S GAZETTE" (Twice Weekly)

To Sail

Regular Steamship Service

Proposed Sailing from Hongkong For NEW YORK.

s.s. "Athol" } on or about April, 4.

For Freight and further information apply to

DODWELL & CO., LTD.
Agents
Hongkong 12th Jan., 1914. [97

Craigieburn.

Bennett H S	Gaskell F C
Caldwell, Mr	Galbraith V
Caldwell, Miss	Harlond W F
Carpenter, Mr and Mrs	Masters, Mr & Mrs R. F. C.
Cornell W A	McCaig, J.
Crew H C	Muir C
Crew Miss	Ramsden E
Cromie Commander and Mrs	Smith, E. G.
	Wilson Mr and Mrs

Consignee

INDO-CHINA STEAM NAVIGATION CO., LTD.

From CALCUTTA, PENANG & SINGAPORE.

THE Company's Steamship

"YATSHING,"

having arrived from the above Ports Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

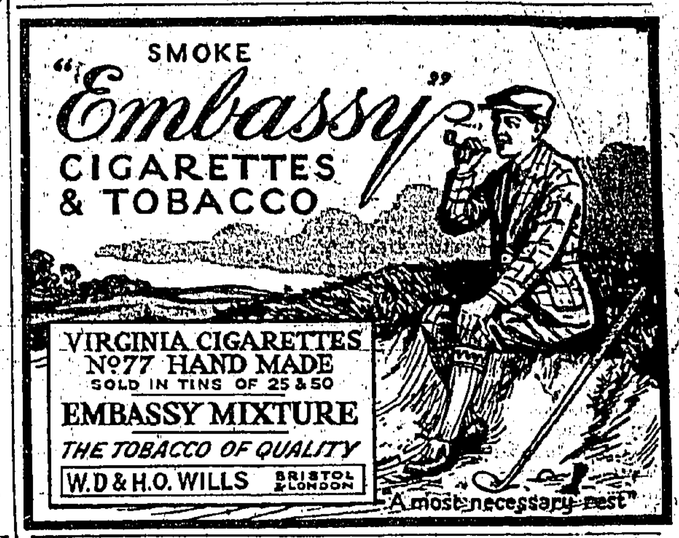
Cargo impeding the discharge or remaining on board after 4 p.m. the 7th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by:—

JARDINE, MATHESON & CO., LTD.
General Managers.
Hongkong, 6th March, 1914.

Notices.



SHOPPING MADE EASY.
THE STORE FOR EVERYONE
The Queen's Road Central Co.
AND GENERAL MERCHANTS.
UNIVERSAL PROVIDERS.
ONE OF OUR SPECIALTIES:
HIGH CLASS TAILORS & EXPERIENCED CUTTERS
Perfect Fit Guaranteed.
THE ONE PRICE STORE.
HIGH STANDARD OF QUALITY.
CHEAPEST STORE IN THE EAST.
Queen's Road, Central: The Old Supreme Court. Telephone 1450

Consignees

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EITEL FRIEDRICH," having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns and all goods remaining undelivered after the 12th of March, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 12th of March, at 9.30 a.m.

All claims must reach us before the 19th of March, 1914, or they will not be recognized.

No Fire Insurance will be effected.

Bills of lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
General Agents,
Hongkong, 5th Mar., 1914.

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

From EUROPE, COLOMBO and STRAITS.

THE Steamship

"RADNORSHIRE"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the Wharves, delivery may be obtained.

Goods not cleared by the 9th Mar., at 6 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on 9th March at 9.30 a.m. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by:—

JARDINE, MATHESON & CO., LTD.
Agents.
Hongkong, 3rd Mar., 1914. [1172

Notice

DRAGON CYCLE CO.
DES VŒUX ROAD CENTRAL.
MOTOR CARS ON HIRE
$6 & $8 Per Hour.
Tel. 482. Cable Add. "LAURITSAN."

Lord Dunraven and Federation.

What an amazing change has occurred, says the Earl of Dunraven, who advocates Federation in the *Nineteenth Century*. To-day we have Mr. Winston Churchill openly advocating devolution, and Mr. Austen Chamberlain conceding that an extension of local self-government applicable to all parts of the United Kingdom is worthy of consideration. Lord Lansdowne and Mr. Bonar Law somewhat timidly admit that the solution of the Irish and of other problems may possibly be found to lie in the direction of some federal scheme for the whole of the United Kingdom.

It is no longer suggested that the adoption of the principle of Federalism means disruption. On the contrary, it is generally admitted that its application is essential if efficiency is to be restored to the Imperial Parliament, and if the foundations are ever to be laid of a system of government which will make provision at one and the same time for the welfare of the Empire as a whole and for the due consideration of the affairs of the various sections of the United Kingdom.

People are beginning to realise that, even under normal circumstances, it is a strange anomaly that the forty-five million inhabitants of the United Kingdom should have only two legislative chambers for the consideration of all their affairs as well as for the general discussion of Imperial problems, while the Overseas Dominions, with one-third of the populations, have ten Legislatures exercising sovereign powers under the Crown, with no fewer than twenty-seven subordinate Chambers of Councils.

Commercial.

Bullion.

Messrs. Samuel Montagu & Co.'s weekly circular dated London, February 12, states that "about £500,000 arrived in the form of bar gold, none of which will be obtained by the Bank of England. There is a brisk demand from the Continent and the quotation rose to 77s. 9½d. on Tuesday reverted to the minimum on Wednesday, but was again fixed at 77s. 9½d. to-day. The shipment to India was £106,000. During the week the net efflux was £503,000.

"As anticipated in our last letter, £400,000 additional was secured in New York for Paris.

"The Transvaal output for January is £2,768,470, compared with £2,857,938 in December, 1913, and £3,353,116 in January 1613.

"The following movements of gold are of interest:—

GERMANY.

	Mks.
Imports reached in January 1914 a value of	15,954,400
Exports reached in January 1914 a value of	2,038,400
Excess of Imports over over Exports	13916,000
Compared with net import in January, 1913	2,352,000

Russia.

From January 1 to November 1 1913.

Bars. ...	£1,411,000	£929,000
Russian Coin...	10,000	—
Other Coin.	9,000	—
	£1,430,000	£929,000

"The net import of Gold into India for the month of January, 1914 was £989,800 (approximately)."

With reference to silver the circular contains the following:—

"The undertone continues good. Fluctuations in the price have been frequent, though confined within narrow limits. The fluctuations arise from the peculiar conditions of the market that have obtained for some time past, and may continue. That portion of the daily business which can be described as normal is remarkably small, for the good reason that ordinary sources of supply have, to a certain extent, dried up.

"Nevertheless, the market has had to face unexpected pressure from those speculative influences which come under the category of abnormal business. In other words there arises occasionally a sudden demand to cover "bear" contracts falling due, or, perhaps, a series of fresh "bear" forward sales. The capacity of the market has been so limited that a rise or fall easily followed any expansion in the amount of buying or selling. With the present limitation of supplies, and at this level of prices, "bears," whose accounts seem quite as large as is consistent with safety, have not much power to depress rates to a material extent. The result is that prices, though vacillating, have been confined within a small range which has not exceeded 5s. 16d. in regard to cash or two months delivery throughout the last six weeks, and in the circumstances the outlook appears to be good.

"The stock in Bombay is unchanged at 105,000, while the off-take has been reduced from 125 to 115 bars a day.

"A shipment of £37,000 has been made from San Francisco to Hongkong."

Rubber.

The quotation for Para Rubber, Fine, Hard, Cure, February and March, is 3s. 0d. buyers. The tone of the rubber share market is dull.—Reuter.

America Cup.

The New York Yacht Club announces that all races after July 6 will be considered in the selection of a cup defender, but the regular trial races will be held off Newport on August 15 and August 22.

PURCHASE OF PRAI DOCK.

Proposed Transfer; to F.M.S. Government.

(*Continued from Page 3.*)

ended June 30, 1913, at 25 cents per ton for cargo and 20 cents per ton for coal are as follows:—

Year ended June 30, 1911	$26,253
Year ended June 30, 1912	33,998
Year ended June 30, 1913	45,923

The average for the three years comes to $35,391 and at 16 years' purchase $566,256. Adding the cost of the new slipway $750,000 to the $566, 256, we have a total of $1,316,256. Hitherto the expenses on the upkeep of the wharves and plant have been charged to the Prai Dock account, and if the profits on the two concerns are not to be taken as given in paragraph 4 it would be necessary to deduct from the $566,256 a sum on account of maintenance and also for administration. The average yearly expenditure on maintenance of the wharves for the three years ended June 30 1913, has come to only $1,218, but for the five months ended November 30, 1913, there was expended $3,963. The repairs to plant and sundry maintenance averaged for the same period $11,752, of which some portion was on account of the wharves.

A Cheap Acquisition.

Messrs. Young, Nutt and myself did not go minutely into these figures or into the percentage of administration to be charged, but we considered that $1,000,000 would be a fair price for the F.M.S. Government to pay, but the machinery in use for the working of the dock to be retained by the harbour department, also the stores: the dock not to be used by the railway department nor that department to open any lighterage business within the limits of the Harbour Board provided that the work of lighterage is carried out efficiently by the Harbour Board to the satisfaction of the High Commissioner. Until the slipway is completed the Harbour Board to make use of the docks and workshops and to take the profits. From the date payment is made the railway department to carry out the handling of cargo and coal on the wharves. The original amount asked for by the Tanjong Pagar Board, see paragraph 5 of my despatch 555 of November 5 last, was $988,840, but in my opinion, after taking into consideration the growth of the cargo and coal business over the Prai wharves, the F.M.S. Government will have acquired the property at a cheap rate under the award. Mr. Nutt gave too great weight to the fact that the F.M.S. Government will, to meet the needs of traffic, be required to expend about one and a half millions of dollars on extending the wharf and modelling the station yard. This point was, however, taken into consideration: also that if a new slipway was not made it would be necessary to expend a considerable sum of money in placing the present dock into proper order. In addition to the $1,000,000, the machinery is left to the Harbour Board: it it is not new but the cost of purchasing machinery would come to about $150,000, I am taking steps to have the amount of the award handed over to the Harbour Board, so that the arrangements for transfer may take place. A condition of the award was that it was subject to your sanction and revision, and I shall be glad therefore to know your decision.

To this the Secretary of State for the Colonies replied on January 28 last:—

Sir,—I have the honour to acknowledge the receipt of your despatch No. 620 of December 24, with regard to the transfer to the F.M.S. Government of the Prai Dock property, and to inform you that I approve the award of $1,000,000 fixed by the arbitrators as the price to be paid by the railway department.

Public Companies

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE FORTY-FIFTH MEETING of SHAREHOLDERS in the Company will be held at the Company's Office, No. 3 Queen's Road Central, Victoria, on THURSDAY, the 19th March, 1914, at 12 o'clock NOON, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1913.

The TRANSFER BOOKS of the Company will be CLOSED from 6th March to 19th March, both days inclusive.

By Order of the Board of Directors.

C. PEMBERTON,
Secretary.

Hongkong, 26th February, 1914.

HONGKONG FIRE INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE Forty-fifth Ordinary Meeting of shareholders will be held at the Offices of the undersigned at 12.30 p.m. on THURSDAY, the 19th. instant.

The Transfer Books of the Company will be CLOSED from the 5th. to the 19th. instant, both days inclusive.

JARDINE, MATHESON & Co., Ld.,
General Managers.

Hongkong, Fire Insurance Co., Ltd.
Hongkong, 2nd Mar., 1914. [1134

Notices

HONGKONG GYMKHANA CLUB.

THE ANNUAL GENERAL MEETING of the above Club will be held at 5.15 p.m. on WEDNESDAY, the 11th March, 1914 at the Rooms of The Hongkong Jockey Club, to pass the Accounts for the Season 1913, and elect the Committee and Officers for the coming Season.

REGINALD F. C. MASTER,
Hon. Secretary & Treasurer.
Hongkong, 2nd March, 1914.

NOTICE.

THE interest and responsibility of Mr. Frank Barrington Deacon in our firm ceased on the 3rd April, 1913.

DEACON, LOOKER, DEACON & HARSTON.
Hongkong, 25th Feb., 1914.

EUROPEAN AGENCY.

WHOLESALE buying agencies undertaken for all British and Continental goods, including—

Books and Stationery,
Boots, Shoes and Leather,
Chemicals and Druggists' Sundries
China Earthenware and Glassware,
Cycles, Motor Cars and Accessories,
Drapery Millinery and Piece Goods,
Fancy Goods and Perfumery,
Hardware, Machinery and Metals,
Jewellery, Plate and Watches,
Photographic & Optical Goods,
Provisions and Oilmen's Stores,
etc., etc.

Commission 2½% to 5%.
Trade Discounts allowed.
Special Quotations on Demand.
Sample Cases from £10 upwards.
Consignments of Produce Sold on Account.

WILLIAM WILSON & SONS
(Established 1814).
25, ABCHURCH LANE, LONDON, E.C.
Cable Address: "Annuirre, London

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor.

Hongkong, 29th Jan., 1912.

MARTIN'S APIOL & STEEL PILLS
A French Remedy for all Irregularities. Thousands of Ladies always keep a box of Martin's Pills in the house, so that on the first sign of any irregularity of the system a timely dose may be administered. Those who take them recommend them, hence their enormous sale. All Chemists and Stores sell them throughout the World, or post free of MARTIN, Chemist, Southampton, Eng.
MARTIN'S APIOL & STEEL PILLS

Banks

INTERNATIONAL BANKING CORPORATION.

Head Office:—60, Wall Street, New York
London Office:—26, Bishopsgate, E.C.

BRANCHES:—

Bombay	Kobe
Calcutta	Manila
Canton	Mexico
Cebu	Panama
Colon	Peking
Empire	San Francisco
Hongkong	Shanghai
Hankow	Yokohama

Capital and Surplus ..... Gold $7,000,000 equal..... £1,460,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened on the usual terms.
DEPOSITS RECEIVED, fixed for one year at 4% per annum, or for shorter periods, at rates, which may be ascertained on application.
BILLS NEGOTIATED and COLLECTED.
MAIL and TELEGRAPHIC REMITTANCES made.
LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.
THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.
COMMERCIAL LETTERS OF CREDIT issued.
PURCHASE and SALE of Stocks and Shares effected.
TRAVELLERS CHECKS sold and cashed.

GEORGE HOGG,
Manager.
Queen's Road, Hongk
Hongkong, 1st Nov., 1913

THE YOKOHAMA SPECIE BANK LIMITED.

Established 1880.

Authorised Capital Yen 48,000,000
Paid-up Capital ... ,, 30,000,000
Reserve Fund ... ... ,, 18,550,000

Head Office.—YOKOHAMA.

Branches.	Agencies at
Antung-Hsien	Nagasaki
Bombay	Newchwang
Calcutta	New York
Changchun	Osaka
Dairen	Pekin
Fengtien	Ryoizn (Port Arthur)
Harbin	San Francisco
Hankow	Shanghai
Honolulu	Tientsin
Kobe	Tokyo
Liao-Yang	Tsingtau
Lond n	Los Angeles
Lyons	Tsingtau

Interest Allowed on Current Account.
Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager.
Hongkong, 30th Sept., 1913. [18

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE.—LONDON.
Paid-up Capital £1,200,000
Reserve Fund... .....£1,700,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT,
Acting Manager.
Hongkong, 11th April, 1912. [22

Notices

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up...$1,250,000.)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

The Office of
TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.,
Undertaken and Executed.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 19th March, 1908 3

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 A.M. to	8.00 A.M.	Every 15 Min.
8.00 A.M. to	10.00 A.M.	,, 10 Min.
10.00 A.M. to	11.00 A.M.	,, 15 Min.
11.30 A.M. to	12.45 P.M.	,, 15 Min.
12.45 P.M. to	1.25 P.M.	,, 10 Min.
1.25 P.M. to	1.45 P.M.	,, 15 Min.
1.45 P.M. to	5.15 P.M.	,, 10 Min.
5.15 P.M. to	5.00 P.M.	,, 15 Min.
5.00 P.M. to	9.30 P.M.	,, 10 Min.

NIGHT CARS.

9.30 P.M. and 9 P.M., 9.30 P.M. to 12.00 P.M. every half hour.
11.00, P.M. to 11.45 P.M. every quarter of an hour.

SUNDAYS.

8.00 A.M. to	10.30 A.M.	Every 15 Min.
10.30 A.M. to	12.00 A.M.	,, 10 Min.
12.45 A.M. to	12.00 NOON	,, 15 Min.
12.00 Noon to	5.00 P.M.	,, 10 Min.
5.00 P.M. to	5.00 P.M.	,, 15 Min.
5.00 P.M. to	6.00 P.M.	,, 10 Min.
6.00 P.M. to	7.00 P.M.	,, 15 Min.
7.00 P.M. to	8.10 P.M.	,, 10 Min.

NIGHT CARS as per Week Days.

SATURDAYS
Extra Cars at 12 midnight.
SPECIAL CARS
By Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road

Banks

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,000

RESERVE FUNDS:

Sterling
£1,500,000 at 2/— $15,000,000
Silver ...$17,650,000
$32,650,000

Reserve Liability of Proprietors $15,000,000

COURT OF DIRECTORS.
Hon. Mr. D. Landale,—Chairman
W. L. Pattenden, Esq.— Deputy Chairman.
S. H. Dodwell, Esq.
G. Friesland, Esq.
E. Goetz, Esq.
C. S. Gubbay, Esq.
P. H. Holyoak, Esq.
C. Landgraf, Esq.
J. A. Plummer, Esq.
Hon. Mr. E. Shellim.
H. A. Siebs, Esq.
CHIEF MANAGER:
Hongkong—N. J. Stabb.
MANAGER.
Shanghai—A. G. Stephen.
London Bankers—London County and Westminster Limited.

Hongkong—Interest Allowed.
On Current Account at the rate of 2 per cent. per Annum on the daily balance.
ON FIXED DEPOSITS.
For 3 months, 2½ per cent per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum.

N. J. STABB, Chief Manager

HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at $3 Per Cent. per annum.

Depositors may transfer at their option balances of $100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 Per Cent. per annum.

For the Hongkong and Shanghai Banking Corporation,
N. J. STABB, Chief Manager.

DEUTSCH ASIATISCHE BANK.

Capital Fully Paid-up ...Sh. Taels 7,500,00
Head Office.—Shanghai.
Board of Directors—Berlin.
Branches:
Berlin Calcutta Canton
Hamburg Hankow Kobe
Peking Singapore Tientsin
Tsinanfu Tsingtau Yokohama.
LONDON BANKERS:
Messrs. N. M. Rothschild & Sons.
The Union of London and Smith's Bank, Limited.
Deutsche Bank (Berlin), London Agency.
Direction der Disconto Gesellschaft.
Dresdner Bank.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

R. TIMMERSCHEIDT
Manager.
Hongkong, 9th Oct., 1911. [2

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital £1,500,000
Subscribed ,, ... 1,125,000
Paid Up ,, ... 562,500
Reserved Fund 415,000

BANKERS:
Bank of England.
London Joint Stock Bank, Limited.

Interest allowed on Current Accounts at 2 per cent per annum on Daily Balance, and on Fixed Deposits at rates which may be ascertained on application.

A. L. LINTON
Manager.

THE ALEXANDRA CAFE
Cannot be Beaten, if Equalled
For Bread, Cakes, Confectionery
meals with Wines & Liquens

Exchange

Selling.	
T/T	1/11 1/8
Demand	1/11 3/16
30 d/s	1/11 1/4
60 d/s	1/11 1/4
4 m/s	1/11 5/16
T/T Shanghai	73⅝
T/T Singapore	82½
Private 30 d/s sight S'hai	74½
T/T Japan	94½
T/T India	144¼
T/T Bombay	144¼
Demand Bombay	144½
T/T Calcutta	144¼
Demand Calcutta	144½
Demand India	144½
Demand Manila	95
T/T. San F'co & New York	463¼
T/T. Java	116⅜

Subsidiary Coins.		
Discount per $100		
Chinese...20 cts. pieces	$12 1/8	%
Chinese ...10 ,,	$13	
Hongkong.20 ,,	$3	
Hongkong.10 ,,	$4½	

T/T. Marks	197
T/T. France	2.43
On Haiphong	1¾% pm
On Saigon	1½% m.
On Bangkok	79⅞

Buying.	
4 m/s. L/C	1/11 1/2
4 m/s. D/B	1/11 5/8
6 m/s. L/C	1/11 5/8
30d/s. S'ney & Melbourne	1/11¼
30 d/s. Sah F'co & New York	475/8
4 m/s. Marks	2.01 1/2
4 m/s. Francs	2.48
6 m/s. do	2.50
Bar Silver, ready	26 13/16
forward	26¾
Gold Leaf per tael	54.10
Bank of England rates	3%
Sovereign	10.30

Opium Quotation.

	Feb. 27.
Malwa, New	$8,200 per che
Malwa, Qld	8,500 ,,
Patna, New	9,325 ,,
Patna, Old	9,200 ,,
Benares, New	9,050 ,,
Benares, Old	8,925 ,,

TO-DAY'S SHARE REPORT.

S—SELLERS SA—SALES B—BUYERS N—NOMINAL

Stocks & Paid up Value.		Closing Quotation.		Last Dividend and Date.
BANKS.				
Hongkong & S'hai $125	$815 b. / £80/10			£2 & 5/- b. at ex 1/11 3/16 equal to $23.29 for ½ year ending 31/12/13.
MARINE INSURANCE.				
Cantons	$50	327½	b.	$18 for 1912
North China	£5	T139	b.	Final of 10 p.c. making 20 p.c. for 1912
Unions	$100	$845	b.	Final of $20 making $50 for 1911 and Interim of $30 for 1912
Yangtzes	£50	$200	b.	Final of $12 mak. $15 for 1911 & Int. of $3 for 1912
FIRE INSURANCES.				
China Fires	$20	$157½	s.	$10 for 1911
Hongkong Fires	$50	$395	s.	$27 for 1911
SHIPPING.				
China & Manilas	$25	$8	s.	$1 for 1906
Douglas Steamship	$50	$35½	b.	$2.50 for year end'g 30'6'13
Steamboats	$15	$28½	s.	Final of $1 for half year ending 31'12'13
Indo-Chinas (Preferred) (Deferred)	£5	$70	sa	6 p.c. for year 1912 on preferred shares
"Shell" Transports	£1	102/- / £11	b.	Interim of 1/- making 2/- for 1913 Coupon No. 21.
"Star Ferry"	$10	$49		$2 on 10,000 shares 1st issue $2 on 10,000 ,, 2nd ,, $1 on 10,000 ,, 3rd ,, for year ending 30'4'13
REFINERIES.				
China Sugars	$100	$95	s.	$3 for 1912
Luzon Sugars	$100	$31	s.	$3 for 1897
MINING.				
Chinese Engineerings	£1	40/-		Interim of 3½ p.c. 8.2/5d per share, Coupon No. 1 account year 30.6.12
Tronohs	£1	36/6	s.	Int. of 1/6 mak. 6/6 a/c. 191 1/2 for 1909
Raubs	£1	$3		
DOCKS, WHARVES, & GODOWNS				
Kowloon Wharfs	$50	$87	s.	$3.50 for year 1913
H.K. & W'poa Docks	$50	$75	s.	$1 final dividend for year 1911
Shanghai Docks T.	100	55	b.	Tls. 3 for 1912
Hongkew Wharfs T.	100	T. 100	s.	Interim of Tls 3 for 1913
LANDS, HOTELS & BUILDINGS				
Anglo French Lands T.	100	T. 94		Tls. 6 29'2'10
Hongkong Hotels	$50	$123	b.	$7 on old shares, $3.50 on new shares for year 31'12'13
Hongkong Lands	$100	$112		$3½ for ½ year ending 31 12.13
Humphreys Estates	$10	$8½	s.	50 cents for 1913
Kowloon Lands	$30	$44	b.	$2.80 for 1913
Shanghai Lands	T. 30	T. 90		Interim of 5 p.c. for year ending 30'6'13 $2.25 for ½ year ending 31.12.13
West Points	$50	$67	b.	
Manila M'pole Hotel	P.10	P. 8		15 per cent. for 1910
COTTON MILLS.				
Ewos	T. 50	T. 131		Tls. 15 for year ending 31'10'13
Shanghai Cottons		T. 122		Tls. 10 for year ending 30'6'13
Laou Kung Mow		95		T. 12 for year end'g 31'12
Kung Yik		12½		Tls. 1½ for year ending 33'11'13
Hongkong Cottons	$10	$8	b.	50 cents 31.7.08
MISCELLANEOUS.				
China-Borneos	$12	$11½		85 cents for 1912
Light and Powers	$10	$4½	s.	
Do. (Spec. shares)	$1			
China Providents	$10	$8.30		70 cents for 1913
Dairy Farms	$6	$3½	b.	$1.30 for year end'g 31'7'13
Green Islands	$10	$6½	b.	40 cents for 1911
Hongkong Electrics	$10	$41	b.	$1.60 per share for 1912
Hongkong Ices	$25	$185	s.	$2 interim for 1913
Hongkong Ropes	$10	$23	s.	$1 interim for 1913
Langkats	g. 10	T62½		Interim of Tls. 1 making Tls. 2 a/c 1913
Morning Post	$25	$20	b.	None
Peak Tramway	$10	$10	b.	80 cents on fully paid shares and 8 cents on $1 paid shares for year ending 30.4.13
Do. (new)	$1	93 cts.	s.	Interim of 1½d. per share for 1913.
Hongkong Electric Trams	8/-		b.	None
Philippines	$10	$5	s.	$1.50 for 1910
H. Price & Co., Ld.	$10	$6		
Societe des Pulpeset Papierteries du Tonkin	Preferred $50 paid up $50 Benefit	$20		None
Shanghai-Sumatras	T. 20	T. 150		No dividend this year
Steam Laundry	$5	$4½		50 cts. for year end'g 31.5.12
United Asbestos Oriental Agency, Ld.	$10	$9½	b.	20 per cent. per ordinary share for year ended 31'5'1912
United Asbestos Founders Shares	$10	$300		
Union Waterboat	$10	$20		$1.25 per share for year ending 31'12'1913
Weismann, Ltd.	$10	$30	b.	25 per cent. for year ending 31'7'11
Watson	$10	$7.65	b.	60 cents for 1912
William Powell		$9½	s.	40 cts. year ending 3'30'13

Corrected to noon p.m. Mar. 10 1914.
General brokers, 6 Des Voeux Road Central Address R. Grande.
The Telegraph does not guarantee itself responsible for any of the above quotations.

WRIGHTSON HORNBY Mn's and

WOMAN'S SUFFRAGE.

Interesting Address by Mrs. McPherson.

Yesterday evening Mrs. J. McPherson gave an interesting address at the Y.M.C.A. Rooms on woman's suffrage, to a large attendance presided over by Mr. M. Manuk. In the course of a very able case that she made out in favour of granting the suffrage, Mrs. McPherson dealt with the demand that working women had upon the legislation, especially deep because of the fact that when there was want in the home it was the woman who suffered most. Referring to the Royal Commission's report of poor law administration, she instanced a case where in a London Workhouse the nursery for children was on the third floor and it was consequently impossible for them to be taken out and given fresh air because there was not a sufficient number of nurses to carry the children down. She asked whether they imagined that women would allow of such a state of affairs. Women felt that they could not sit down and wait for reform, especially in connection with the light sentences that were passed in Police Court for criminal offences against women and children. They could not believe that one could be made moral by law but, at the same time, it was inconceivable that men of good character, as magistrates undoubtedly were, could continue to pass such sentences.

Women In Labour.

Suffragists did not believe that votes for women were going miraculously to solve the problem of women in labour. The anti-suffragist solved the matter very easily. They said that woman's place was in the home and she should not be allowed to work outside. It was curious how intelligent men became sentimental on woman's place in the home, but the fact was that there was a large number of women already in industry and a large number earning their own living. Who was it, she asked, who first took woman out of the home? There was a time when weaving, sewing and distilling was done by the women in the homes. Who took them out of the homes? The men; and they were surprised that women were following the path of their industries.

Women in Industry.

Dealing with the unsatisfactory position of women in industry the speaker went on to say that people would urge organisation to be the remedy, and not the vote. Organisation to be of use, must be able to exert pressure either in the strike or by the ballot. The strike was acknowledged to be a double edged weapon. The vote was the only satisfactory weapon. Why had it not done more for the men? it might be asked. It had done a good deal, but not more because the Labour Party had not been true to its constituents, and, secondly, because the condition of working men would never be satisfactory until women were put upon equal wages with men for equal work. Then they would not undercut men in the labour market. Women did not ask for men to pay them more than they were worth, they only asked to be paid what they are worth.

Militancy.

Commenting on militancy the speaker said that there was a reason which had made burnt houses and broken glass so effective. This was the spirit in which it had been done. The militants who had been in prison were of more account than those who had not been willing to make that sacrifice. Mrs. Pankhurst had been doing one of the most extraordinary thing which had ever been done in the world. Men in their revolutions threatened their opponents with death. Mrs. Pankhurst had threatened her opponents with her own death.

A short discussion followed in which Mr. C. C. Hickling asked what women would do with the vote when they got it. Personally he did not think they would do much harm with it. (laughter.)

Mrs. McPherson replied in a happy vein and a pleasant evening terminated.

SHANGHAI MURDER.

Outrage Near Race Course.

The desperate character of the criminals with whom the Municipal Police have to deal was again emphasized on Wednesday, last week, when as a result of a street robbery, a Chinese was murdered, receiving a pistol wound which proved fatal. The robbery took place in Taku Road at the back of the Race Course The unfortunate man was shot while coming to the help of his employer's daughter. Three men were concerned in the affair, and while two made good their escape, the third was caught by a Chinese policeman.

About twenty minutes past two in the afternoon a Chinese girl, the daughter of a well-to-do resident, was returning to her house in Taku Road, and had practically reached the door when three men set upon her. They wore long gowns, but were obviously of the lowest class. They wrenched a gold bangle from her wrist, and would doubtless have got away scot free when her screams brought the cook of the house to the spot. Seeing the girl in trouble with three men, he very pluckily went to her assistance, but was immediately shot. The same reckless disregard of human life which has been displayed on so many occasions, was again present here: one of the men had a revolver and on the approach of the cook he aimed at his head and fired. The robbers then set about making their escape.

Just as these events had happened, a Chinese policeman—in plain clothes, for he was off duty—came along the thoroughfare. Seeing what had taken place he gave chase, and finally ran one of the men to earth. Fortunately this one was unarmed, at least so far as firearms were concerned, and the policeman was able to secure him. In his possession was the stolen bangle. He was taken to the police station, and is now under lock and key. Assistance was soon forthcoming to the wounded man, who was removed to Shantung Road Hospital, in a critical condition. It was apparent from the start that there was little hope for him, and at five o'clock death supervened. A search for the others began at once and is being pushed forward.—*N. C. Daily News.*

The Trouser Skirt.

Paul Poiret's trouser-skirt is amazing London, but no sign of any "rush" to don the extraordinary garment is yet visible. It is the genuine thing, without compromise of any kind. The trousers are real trousers, with a fashionable centre crease and turned-up bottoms, and they are quite separate from the skirt. An elastic band secures them around the waist. To prevent any appearance of clumsiness the top part is made of thin silk.

A neat tailor-cut skirt folding in front in such a way as to allow occasional glimpses of the "unfeminine" section of the garment is worn over the trousers, of which only a few inches, should be shown. At Messrs. Ponting's establishment, where this French novelty is being exhibited, the manager told a press representative that he did not think London women would succumb to its charm. An immense amount of interest had been created, but no one had yet ordered the costume complete.

SILIMPOPON COAL.

BUNKERS

can be supplied cheap Reats.

at

SANDAKAN & SEBATTIK
(British North Borneo).

At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE

POST OFFICE.

The Foochow, with the mail from London (via Siberia) of Wednesday the 18th ult., is due to arrive here to-morrow.

The Devanha, with the English Mail left Singapore on Sunday, the 21st inst, at 5.30 p.m. and may be expected here on Friday the 13th inst., at 10 a.m. This packet brings the parcel mails closed in London for despatch by the all-sea route on the 4th ult. and for despatch overland on the 11th ult.

The India, with the mail from (London via Siberia) of Friday the 20th ult. is due to arrive here on Friday, 13th inst.

The Kleist, with the American mail ex Nile is scheduled to arrive here on Tuesday, the 17th inst.

MAILS DUE.

Siberian, Foochow, 11th inst.
English, Devanha, 13th inst.
Siberian, India, 13th inst.
American, Kleist, 17 th inst.

MAILS VIA SIBERIA.

Left London	Due Shanghai
Feb. 18	Mar. 7.
Feb. 21	Mar. 9.

MAILS CLOSE TO-DAY.

Shanghai & North China—Per KWONGSANG, 10th inst. 5 p.m.
Saigon—Per LYEEMOON, 10th inst., 5 p.m.
Hongay—Per HEIYO MARU, 10th inst. 5 p.m.

TO-MORROW.

Fort Bayard—Per KWONG CHOW WAN, 11th inst., 8 a.m.
Straits & Ceylon—Per HIRANO MARU, 11th inst. 9 a.m.
Hoihow, Haiphong & Pakhoi—Per SUNGKIANG, 11th inst. 9 a.m.
Japan via Nagasaki—Per TANGO MARU, 11th inst. 10 a.m.
Japan via Kobe—Per KOSHIMA MARU, 11th inst. 10 a.m.
Australian Mail. Swatow—Per HAIMUN, 11th inst. 10 a.m
Philippine Islands, Australia, Tasmania & New Zealand via Port Darwin—Per KUMANO MARU, 11th inst., 11 a.m.
Batavia, Cheribon, Semarang and Sourabaya—Per TJITAROEM, 11th inst. 11 a.m.
Philippine Is.—Per TAMING, 11th inst. 1 p.m.
Straits & India via Calcutta—Per LAISANG, 11th inst., 1 p.m.
Swatow, Amoy and Foochow—Per KAIJO MARU 11th inst. 1 p.m
Manzanillo and Suaymas Mexico—Per MARIE, 11th inst., 3 p.m.
Shanghai & North China—Per WOSANG 11th inst. 5 p.m.
Saigon—Per LYEEMOON, 11th inst., 5 p.m.

THURSDAY, 12th Mar.

Japan via Moji—Per BANRI MARU. 12th inst., 10 a.m.
Fort Bayard, Haiphong, Pakhoi and Saigon—Per HUE, 12th inst., 11 a.m.
Shanghai and North China—Per LUCHOW, 12th inst., 3 p.m.
Shanghai, & North China—Per CHOYSANG, 12th inst. 5 p.m.

FRIDAY 13th Mar.

Swatow, Amoy and Foochow—Per HAICHING, 13th inst., 10 a.m.
Straits and India via Calcutta—Per FOOKSANG, 13th inst. 1 p.m.
Philippine Is.—Per RUBI, 13th inst. 3 p.m
Siberian Mail. Shanghai and North China (Europe via Siberia)—Per DEVANHA, 13th inst., 5 p.m

SATURDAY, 14th Mar.

American & Canadian Mails. Philippine Islands, Japan via Nagusaki, Honolulu, Canada, United States and South America, via San Francisco—Per CHINA, 14th inst., 10 a.m.

English Mail. Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Brindisi. (Late Letters 11 a.m. to noon, Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail (Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)—The Parcel mail will be closed on Friday the 13th inst., 5 p.m.—Per INDIA, 14th inst., 11 a.m.
Philippine Islands—Per LOONGSANG, 14th inst., 1 a.m.

Siberian Mail. Shanghai, North China and Tsingtau (Europe via Siberia)—Per YINGCHOW, 14th inst. 5 p.m.

SUNDAY, 15th Mar.

Swatow—Per HAIMUN, 15th inst. 9 a.m

TUESDAY, 17th Mar.

Shanghai & North China—Per SHAOHSING, 17th inst., 1 p.m.
Philippine Islands—Per TEAN, 17th inst., 3 p.m.

WEDNESDAY, 18th Mar.

German Mail. Straits, Burmah, Ceylon Adelaide, Western Australia India, Aden, Egypt and Europe via Naples—Per KLEIST, 18th inst. 9 a.m.

THURSDAY, 19th Mar.

American Canadian & Siberia Mails. Shanghai, North China, Japan via Nagasaki, Honolulu, Canada, United States and South America, via San Francisco, (Europe via Siberia)—Per E. OF RUSSIA, 19th inst. 10 a.m.
Shanghai & North China—Per ANHUI, 10th inst., 3 p.m.

FRIDAY, 20th Mar.

Australian Mail. Philippine Is, Timor, Australia, Tasmania and New Zealand via Port Darwin, Thursday Is.—Per ALBANS, 20th inst. 9 a.m.
Straits and Burma—Per JELUNGA, 20th inst. 11 a.m.

SHIPPING NWS.

ARRIVED.

Albiana, Br. s.s. 2,297, W. Dunbar, 10th inst.—Chingwangtao, Coal—D. & Co.
Choson, Jap. s.s., 1,016, N. Yanagi, 9th inst.—Japan, 3rd inst., Coal—O. S. K.
Choysang, Br. s.s. 1,424, M. Courtney, 9th inst.—Shanghai 4th inst., Gen.—J. M. and Co.
Fooksang, Br. s.s. 1,987, T. A. Mitchell, ——9th inst.—Moji, 3rd inst., Gen.—J. M. & Co.
Haimun, Br. s.s. 641, J. W. Evans, 10th inst.—Swatow, 9th inst., Gen.—D, L. & Co.
Kashima Maru, Jap. s.s 6,546, M. Yagi, 10th inst.—Singapore, 5th inst., Gen.—N. Y. K.
Kumano Maru, 3,154, K. Soyeda, 9th inst. —Japan, 1st inst., Cuttle fish etc. —Order.
Loongsang, Br. s.s. 1,090, W. G. Senak, 10th inst.—Manila, 7th inst. Gen. —J. M. and Co.
Luchow, Br. s.s. 1,220, J. Meathrel, 9th inst.—Shanghai, 6th inst., Gen. —B. and S.
Rubi, Am. s.s. 1408, James Miller, 10th inst.—Manila, 7th inst., Gen.—S. T. and Co.
Tango Maru, Jap. s.s. 2,994, T. Sekine, 9th inst.—Manila, 7th inst., Gen.—N. Y. K.

DEPARTED.

March 10.

Kathe for Swatow
Shing Tai for Wuchow
Huichow for Tientsin
Kwong Tai for Wuchow
S. Rickmers for Haiphong
Toyora Maru for Moji
Sun On for Wuchow
Halyang for Foochow
Wo Sang for Canton
Bombay Maru for Bombay
Luzon Maru for Bombay
Yerimo Maru for Takar
Kunajiri Maru for Saigon
Wakamatsu Maru for Wakamatsu
Hong Wan I for Singapore

CLEARANCES AT THE HARBOUR OFFICE.

March 9.

Waishing for Singapore
Luchow for Canton
Sado Maru for Yokohama
Eiger for Newchwang

March 10.

Telemachus for Singapore
Chingchow for Kwangyen
Haliotis for Balikpappan
Kwang Lee for Shanghai
Kashema Maru for Yokohama
Kaiji Maru for Foochow
Hakushika Maru for Karatsu
Matsena Maru for Wakamatsu
Bermuda for Hamburg
Liangchow for Shanghai
Kwangsang for Shanghai
Kwangchowwan for K. C. Wan
Kiang Ping for Chinkiang
Mark for Bremen
Heiyo Maru for Hongay

PASSENGERS ARRIVED.

Per s.s. Luchow from Shanghai on the 9th inst.—Hughes, Day, Towns and Harper.

Per s.s. Kashima Maru from London etc., on the 10th inst.—Mr and Mrs A E Davey, Mrs A Whuler, B Arscott, B W Gale, Mr and Mrs B S Boyce, Comdr and Mrs C C Walcott, Dr E Hartmann, F. H. Baker, F Richardson, G. F. Brock, Mr & Mrs H Griffins, H Lang, Mrs J Hagistam, G Nagazawa, J R Calder Smith, L Gulls, L S Greenhill, Mrs Swindells, Mr & Mrs Sutherland, T Fisher, T P Cochrane, Mr and Mrs T S Poh, Miss W Pinfold, Dr W Bulach, Mr and Mrs W D Boyce, Mrs Cairns, Lady Hocking.

Per s.s. Loongsang from Manila on the 10th inst.—Mrs Manocolit.

Per s.s. Rubi from Manila on the 10th inst.—Col and Mrs Hayes, Lt and Mrs Warthington, Hedemann, Mr and Mrs Blumenthal, Mr and Mrs Stevenson, Mrs Black, Miss Ethel Black, Mr and Mrs Bulnerdett, H Williams, Crombie, Baston, R E Clark, H Molden, Saul, R Marce, N Solos, Assorid, B Rewedlos, Nobura, Taknsh.

PASSENGERS DEPARTED.

Per s.s. Sado Maru for Seattle, etc. on the 10th inst.—Mrs J H Jenning, Mr and Mrs R Swain, C Wilson, Hoy Dow, Hui Hin Dye, K Ono, Messrs S Fujita, M Molden, Lau Yuk Kai, Chun Joe Yun, Leong Wai Yui, David Gill, Lan Pat Nam, Leong Yick Cheong, Leong Sing, K Ito and W L Wing.

Oysters, Fresh, Fried or Stewed Findon Haddocks, Kippers &c.
ALEXANDRA CAFE.,

WEATHER REPORT.

On the 10th at 11.55.—The anticyclone is now central over S. Manchuria.

Pressure has increased moderately over Japan, and slightly over the Loochoos and Annam, and along the south coast of China.

A trough of low pressure extends from Annam to Luzon.

Moderate monsoon is indicated along the east coast of China, and variable winds with squally weather over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.06 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong and Neighbourhood	E. winds, moderate; overcast, occasional rain.
2 Formosa Channel	N.E. winds, strong.
3 South coast of China between H.K. and Lamocks	The same as No. 1.
5 South coast of China between H.K. and Hainan	The same as No. 1.

China Coast Meteorological Register.
10th March, a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Winds D'tion.	Winds Force.	Weather.
W'stock	7a	30.38	11		nne	4	b
Nemuro	6a	30.14			nw	3	
Hakodate	"	30.23				0	
Tokio	"	30.14			nnw	1	
Kochi	"	30.05				0	
Nagasaki	"	30.05			nne	3	
K'shima	"	30.02			n	1	
Oshima	"	29.99			n	1	
Naha	"	29.97			n	1	
Ishi'jima	"	29.97			nne	2	
Bonin Is.	"	30.02			ssw	1	
Chefoo	"						
W'haiwei	"	30.18	33	79	ene	2	bc
Hankow	"						
Ichang	"						
Kiukiang	"						
Changsha	"						
Shanghai	"	30.13	40		nnw	1	or
Gutzlaff	"	30.08	43		n	2	omd
Sharp P.	7a	30.10	55		n	1	or
Amoy	6a	30.00	56	81	ene	2	o
Swatow	"						
Taihoku	5a	29.99			e	6	
Taichu	"	29.97			n	2	
Tainan	"	29.97			ne	4	
Koshun	"	29.96			ne	2	
P'dores	"	29.97			ne	8	
Canton	6a	30.00	64	95	n	1	o
H'kong	6a	29.95	64	79	e	5	od
Gap Rock	"	29.90			e	3	o
Macao	"	29.89	68		ese	3	o
Wuchow	9a						
Pakhoi	"						
Hoihow	"						
Phullen	6a	29.86	57		ene	5	o
Tourane	"	29.83	75		ssw	5	c
C. St. J.	"	29.89	75		se	2	o
Aparri	"	29.91	64		se.	1	b
Manila	"	29.92	61			0	b
Legaspi	"	29.94	79		nne	1	b
Iloilo	9a	29.91	83		ne	1	b
Bacolod	"				nw	2	b
Cebu	"	29.96	82		e	1	o
Labuan	"	29.02	84				

T. F. Claxton, Director.

Hongkong, Observatory, Mar. 10th.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the Humidity of air saturated with moisbeing 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew wet.

0 Rain in inches, tenths and hundredths

METEOROLOGICAL.

	Previous Day at 8 p.m.	On date at 6 a.m.	On date at 8 p.m.
Barometer	29.88	29.95	29.92
Temperature	81	65	65
Humidity	73	97	95
Wind Direction	S	E	S
Force	3	5	5
Weather	o	od	od
Rain	—	0.06	—
Highest open air Temperature on the 9th			81
Lowest " " "			67

H.K. Observatory, 10th Mar.
T. F. CLAXTON, Director.

Mail Steamers

PACIFIC MAIL S.S. CO.

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Operating the following steamers
MONGOLIA, MANCHURIA, KOREA, SIBERIA and NILE, CHINA and PERSIA.

Some Features of Service:

Electric Fans, Swimming Tank, Orchestra, Amusements, Wireless Telegraph Submarine Signal Service and Bilge Keels.

Cuisine under personal supervision of Mr. Y. Moroni, one of the World's most famous caterers.

Return portion of round trip tickets, as above, available for Passage Via C.P.R. from Vancouver if desired. Through Passengers have the Privilege of Travelling by Rail between ports of Kobe and Yokohama.

Steamer:
China.....10,200 tons, Sailing, Sat., 14th Mar. at noon.

Hongkong—Manila Service.

From HONGKONG. Leave Hongkong	Arrive Manila.	From MANILA. Leave Manila	Due Hongkong
Mar. 14.....CHINA	Mar. 16.	Mar. 12.....MANCHURIA	Mar. 14.
Mar. 31.....NILE	Apr. 2.	Mar. 16.....NILE	Mar. 18.

King's Building (opp. Blake Pier).

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THE PENINSULAR AND ORIENTAL S. N. CO.

ENGLISH MAIL.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

For	Steamers	To Sail On	Remarks
LONDON, via Usual Ports of Call	India, Capt. C. C. Talbot R.N.R.	noon 14th Mar.	Freight & P'sage
LONDON & ANTWERP via Singapore, Penang, C'mbo, Port Said, & Marseilles	Nile, Capt. H. Powell	about 18th Mar.	Freight & P'sage
SHANGHAI	Devanha, Capt. W. R. Hickey	5 a.m. 14th Mar.	Freight & P'sage
SHANGHAI, MOJI, KOBE AND YOKOHAMA	Nubia, Capt. F. J. Fox	about 21st Mar.	Freight & P'sage

All the above steamers are fitted with Wireless Telegraphy.
For Freight, or Passage apply to

E. A. Hewett,
Superintendent.

P. & O. S. N. Co.'s office,
Hongkong, 9th Mar. 1914 4

NORDDEUTSCHER LLOYD.

BREMEN.

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For	Steamers.	To sail on
NAPLES, GENOA, ALGIERS, LISBON, SOUTHAMPTON, A'WERP & BREMEN.	Kleist, Capt. L. Maass, 17,000	WEDNES, 18th Mar. 10 a.m.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	Yorck, Capt. F. Loeser, 17,000	About THURS., 19th Mar.
M'LA, YAP, MARONN, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE	Coblenz, Capt. H. Schmitt, 6,750	SATUR., 21st Mar. 9 a.m.
KOBE	Prinz Sigismund, Capt. A. Hurtzig, 6,000	About TUESDAY, 31st Mar.
JESSELTON, KUDAT & SANDAKAN		

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FREIGHT LINE.

NEXT SAILING FROM HONGKONG.

OUTWARD.

About		About	
Cernis	16th Mar.	Helgoland	27th April.
Sigmaringen	30th Mar.	Borkum	11th May.
Norderney	13th April.		

HOMEWARD.

For Marseilles, Rotterdam and Bremen/Hamburg: **Mark** about 10th of Mar.

For Havre, Emden and Hamburg Bremen: **Norderney** about 1st of June.

For Havre, Emden & Hamburg Bremen: **Cernis** about 5th of May.

For Marseilles, Rotterdam and Bremen/Hamburg: **Helgoland** about M. of June.

For Marseilles, Rotterdam and Bremen/Hamburg: **Sigmaringen** about 16th of May.

For Havre, Emden and Bremen/Hamburg: **Borkum** about End of June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG and CHINA.
Hongkong, 9th Mar., 1914.

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FORTNIGHTLY SERVICE TO AND FROM EUROPE via SUEZ CANAL.

For	Steamers	To sail
SHANGHAI, KOBE AND YOKOHAMA	Atlantique, Paul Lecat	23rd Mar. 5th Apr.
MARSEILLE via PORTS	Nera, Australien, Chili	10th Mar. 24th Mar. 7th Apr.

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